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H.M.S. Eagle sails for Aden

LENGTH OF STAY UNCERTAIN

BECAUSE of the political situation in Aden H.M.S. Eagle, Britain's largest aircraft carrier, (54,000 tons, full load) left Malta for the Middle East on September 27. The carrier was on exercises in the Mediterranean prior to joining the Far East Fleet and was expected to leave for that station in mid-October, arriving at Singapore at the beginning of November.

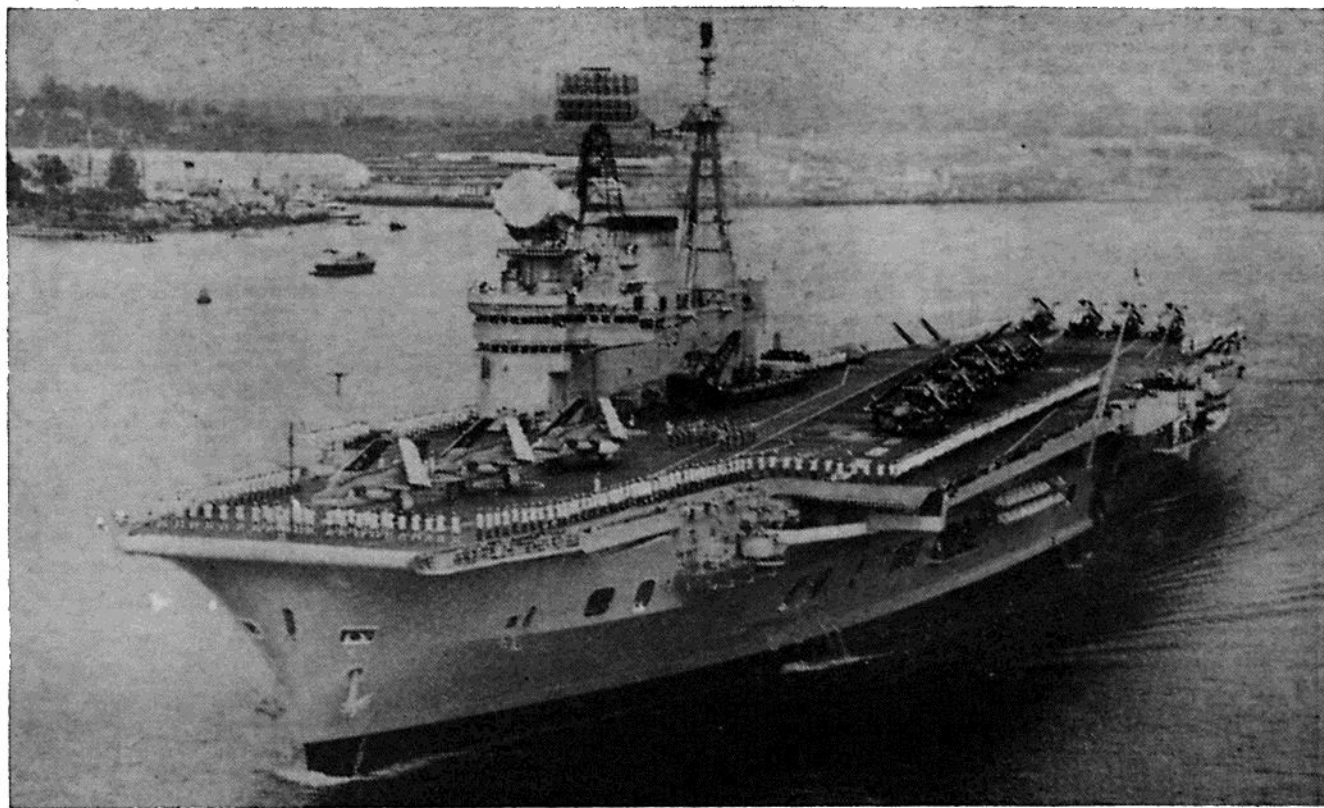
The Navy Department of the Ministry of Defence stated that H.M.S. Eagle, commanded by Capt. J. C. Y. Roxburgh, D.S.O., D.S.C. and Bar, R.N., will be at the disposal of the Commander-in-Chief, Middle East Station, Lieut.-General Sir Charles Harrington. The length of time she remained in the area would depend upon the situation.

Eagle, accompanied by H.M.S. Lowestoft, (Cdr. D. Teacher, R.N.), the Fleet Supply Ship Reliant and the Fleet Replenishment Tanker Tide-surge, passed through the Suez Canal on September 28, and was expected at Aden on September 30.

BUCCANEERS ON BOARD

The carrier carries Buccaneer low-level strike fighters, Scimitars, Sea Vixens, Gannets and Wessex helicopters. No army personnel were embarked for the trip to Aden, but about 100 officers and men of the Royal Air Force flew from Cyprus for additional defence of the Aden airfield.

No. 45 Commando, Royal Marines, is based at Aden and could be embarked in Eagle if this became necessary.



The aircraft carrier H.M.S. Eagle, here seen off Singapore, which, with H.M.S. Lowestoft, left the Mediterranean for the Aden area, passing through the Suez Canal on September 28

New name on the admiral's list

VICE-ADMIRAL Sir Michael Le Fanu, K.C.B., D.S.C., the Commander-in-Chief, Middle East, designate, and until July this year Third Sea Lord and Controller of the Navy, was promoted to Admiral to date September 29, the Navy's sixth full Admiral.

In addition to the six—Admiral Sir John David Luce (First Sea Lord), Admiral Sir Varyl Begg (Commander-in-Chief, Portsmouth), Admiral Sir Desmond Dreyer (Second Sea Lord), Admiral Sir John Frewen (Commander-in-Chief, Home Fleet), and Admiral Sir John Hamilton (Commander-in-Chief, Mediterranean), are the

other five—Admiral Sir Deric Holland-Martin is Commandant of the Imperial Defence College and Admiral Sir Nigel Stuart Henderson holds the appointment of Head of the British Defence Staff in Washington.

Admiral Le Fanu entered the Royal Navy in May, 1927, and in 1939 he joined the cruiser Aurora as her First Lieutenant, remaining with her for three years, serving in the North Atlantic and the Arctic.

SERVICE WITH U.S.

In 1943 Admiral Le Fanu joined the staff of the Commander-in-Chief, Home Fleet, serving in H.M. Ships King George V and Duke of York, and in 1944 became the Gunnery Officer of H.M.S. Howe.

On his return to the United Kingdom he became Experimental Commander, H.M.S. Excellent, and afterwards joined H.M.S. Superb as Executive Officer. Promoted to Captain in June, 1949, he became Naval Assistant to the Third Sea Lord until 1951 when he became Captain, Third Training Squadron. He subsequently commanded H.M.S. Rocket and in 1953 returned to the Admiralty.

He became commanding officer of H.M.S. Ganges in 1954 and from February, 1957 to early 1958 commanded H.M.S. Eagle. Promoted to Rear-Admiral in July, 1958, he was Director-General, Weapons and Radio, at the Admiralty before becoming Flag Officer, Second-in-Command, Far East Station, in July, 1960.

Admiral Le Fanu, who received the C.B. in the Birthday Honours List, 1960, became a Lord Commissioner of the Admiralty, Third Sea Lord and Controller of the Navy in succession to Admiral Sir Peter Reid, in November, 1961. He was promoted to Vice-Admiral in October, 1961, and received the K.C.B. in the Birthday Honours List, 1963.

Admiral Sir John Frewen, K.C.B., Commander-in-Chief, Home Fleet, paid a brief visit to H.M. Dockyard, Rosyth, on September 30 and October 1, touring Maritime Headquarters, Pitreavie, and visiting H.M.S. Mohawk, which is completing a refit in the dockyard.

The Commandant General Royal Marines, Lieut.-General N. H. Tillyour, C.B., D.S.O., visited Careers Offices and detachments of the Royal Marine Forces Volunteer Reserve in Scotland between September 10 and 17.

Petty Officer's daring rescue

THE first news that the R.N. Air Station, Brawdy, Haverfordwest, Pembrokeshire, had of a cliff rescue carried out by P.O. J. Mason was a letter which read: "My wife and I witnessed a swift and efficient cliff rescue by P.O. Jim Mason of our son and a lady stranded on the beach at Porth y Bwch, near Solva. We feel that this fine effort should be brought to your notice."

Capt. P. M. Austin, R.N., the commanding officer of the Air Station, sent for Jim Mason to congratulate him.

In his own words here is P.O. Mason's story.

"On Friday, August 27, I was on duty on the quay at Solva when I was approached by a visitor who asked me to call the coastguards because some people were stranded on the beach around the headland. The dinghy by which they had arrived at the beach had capsized when they tried to leave, and they were too frightened to climb the cliff.

"I took a rope with me and climbed down to them. After talking to them, to calm them, I brought up first the boy, aged about nine, and then went back for the lady and brought her up."

CONSIDERABLE FALL

In answer to questions P.O. Mason said that he roped himself to the people he was rescuing and that there was no one else around. He admitted that had he slipped there was a considerable fall below him when they were approaching the top of the cliff, which he estimated to be 200 feet high.

P.O. Mason is married with one son and he and his family live in Solva. He is at present the petty officer in charge of the Navy's boat kept at Solva. His Divisional Officer said: "He is a first-class petty officer in all respects, and I'm not surprised that he kept the story to himself."



Captain Austin congratulates Petty Officer Mason on his fine work

U.S. CARRIER FOR BRITAIN?

(BY ACHARBEE)

IT was confirmed at the end of September by the American Defence Secretary, Mr. McNamara, that the British Government had approached the United States Government regarding the possibility of obtaining an American aircraft carrier.

Mr. McNamara said Britain "has asked us to examine the possibility of making available, on some appropriate basis, a carrier. I do not know whether it will be possible."

A Ministry of Defence spokesman has stated that the purchase of a carrier from the United States is but one of various possibilities now under consideration under the Defence Review which is now taking place, and which is expected to be concluded by the end of the year.

'ESSEX' CLASS SUITABLE

According to *Janes* the United States has 27 attack and support aircraft carriers and 19 of these are of the 38,500 tons (full load) 'Essex' class, which are adequate to operate the Phantom fighter-bombers which are to be bought from the Americans, or our own Buccaneer nuclear strike aircraft.

The 'Essex' class are about 20 years old but they have a useful life of another five years or more and the cost of one would be considerably less than the 50,000-ton carrier which it is hoped will be built for the

Royal Navy and which, it has been stated, would cost about £60 million.

With the uncertainty regarding the 27,000 tons (full load) H.M.S. Centaur, now at Portsmouth, and about which the Ministry of Defence has stated "her future is under consideration," the purchase of an American carrier would keep Britain's depleted carrier strength as at present. It would take up to seven years to build the new giant carrier.



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BRITAIN'S OUTSTANDING CIGARETTES

Navy News

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SUCCESS in every sphere of life often results from the taking of a risk, but to the wise man that risk is always a calculated one. Whether it is in a game of chess, crossing the road or the laying-out of a large sum of money, there is always a risk, but the results of taking that risk can, to a great extent, be calculated.

The dash of the Amethyst down the Yangtze was a calculated risk: the rescue by Cossack of the prisoners in the Altmark was a calculated risk and so was the dash up the Channel by the Gneisenau and Prinz Eugen. These calculated risks 'paid off.'

Perhaps the greatest exponent of 'the calculated risk' by a naval man was Lord Nelson. His victories at Copenhagen, the Nile and Trafalgar were overwhelming, not merely as a result of his tactical genius, but because his personal training and self-discipline enabled him to take, without hesitation, risks which remained enormous, but which he had calculated.

A lesser man—particularly one who had not trained himself over the years to weigh up all the risks—could have found plenty of excuses for taking a lesser risk: accepting thereby the possibility of more limited victory.

This year the 160th anniversary of the Battle of Trafalgar will be celebrated on October 21, and in remembering that battle we do more than remember a great victory. We pay homage to the architect of that victory: to the memory of one whose genius, chivalry and sense of duty has, through the ages, made a greater impression than perhaps any other Englishman.

Two world wars have shown that the existence of the country depended upon officers and men putting into practice at sea the principles, ideas and standards which Nelson instilled into the minds and hearts of those who served with him.

And Nelson did instil those qualities in all with whom he came in contact. His men loved him—we read that hard-bitten seamen wept when they heard of his death—and far away from the scene of conflict men and women paid their homage to him. They realised his worth, without perhaps realising that the genius of Nelson had grown within him from a sense of dedication to his God, his sovereign and his country.

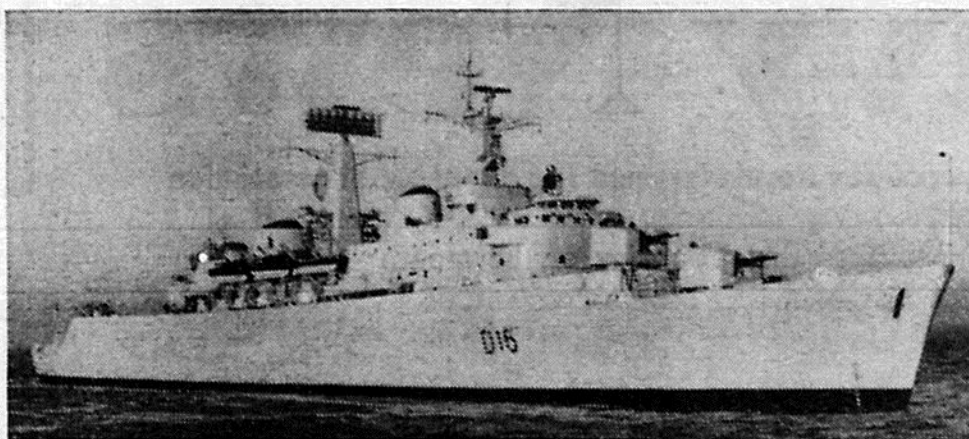
The following lines by Virgil are most apt when we think of Nelson—

"While the rivers shall run to the ocean,

While the shadows shall move into the mountain valleys,

While the sky shall feed the stars,

Always shall thy honour and thy name and thy glory abide."



H.M.S. London, the Guided Missile Destroyer which recommissions on November 11 for a General Service Commission at Home and East of Suez

DRAFTING FORECAST

THE following ships are expected to commission or recommission on the dates mentioned. It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

KEMERTON (C.M.S.), October 15 at Bahrain. Foreign Service (Middle East) 9th M/S Squadron. (E).

ASHANTI (G.P. Frigate), October 21 at Devonport. General Service Commission, Home/Middle East. (Phased). 9th Frigate Squadron. U.K. Base Port, Devonport. (B).

ARETHUSA (A/S Frigate), October (Tentative date) at Cower. Home Sea Service/Foreign Service from date of sailing. (East of Suez). Div. Ldr. 26th Escort Squadron. (A).

HECATE (Surveying Ship), November 4 at Glasgow. General Service Commission, Home/N. Atlantic. U.K. Base Port, Devonport.

FEARLESS (Assault Ship), November (Tentative date) at Belfast. Home Sea Service/Foreign Service from date of sailing. (East of Suez).

LONDON (G.M. Destroyer), November 11 at Portsmouth. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

CARRICE (Destroyer), November 11 at Rosyth, for trials. Port Service. To Reserve on completion (Under consideration).

ARETHUSA FLIGHT, November 15 at R.N. Air Station, Culdrose. Foreign Service (East of Suez). Wasp.

LLANDAFF (A/D Frigate), November 18 at Devonport, for trials. Commissions January 13 for Home Sea Service/Foreign Service from date of sailing. (East of Suez). 26th Escort Squadron. (A).

WOODLARK (Surveying Ship conversion), November 19 at Chatham. Home Service. U.K. Base Port, Devonport.

SIRIUS (A/S Frigate), November 25 at Portsmouth, for trials. Commissions April for Home Sea Service/Foreign Service from date of sailing. (East of Suez). 24th Escort Squadron. (A).

LEOPARD (A/A Frigate), December 2 at Portsmouth, for trials. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 30th Escort Squadron. U.K. Base Port, Portsmouth.

NURTON (M/H Conversion), December 6 at Portsmouth. Home Sea Service. To Lochinvar early February. 1st M.C.M. Squadron. U.K. Base Port, Rosyth.

WOLVERTON (C.M.S.), December 6 at Portsmouth. Home Sea Service. To Lochinvar December 13, 1965. 1st M.C.M. Squadron. U.K. Base Port, Rosyth.

MALCOLM (A/S Frigate), December 22 at Rosyth. Home Sea Service. Commissions March 3 for Fishery Protection Squadron. U.K. Base Port, Rosyth.

CLEOPATRA (A/S Frigate), January 4 at Devonport. Home Sea Service/Foreign Service from date of sailing. (East of Suez). 24th Escort Squadron.

PLEOVER (Coastal M/L), **BRONINGTON** (M/H Conversion), **LEWISTON** (C.M.S.), **UPTON** (C.M.S.), and **WISTON** (C.M.S.), January 5 at Portsmouth. To Lochinvar January 5. Home Sea Service. 1st M.C.M. Squadron. U.K. Base Port, Rosyth.

MINIKTON (C.M.S.), January 5 at Portsmouth. To Lochinvar between January 7 and 14, on completion of refit. Home Sea Service. 1st M.C.M. Squadron. U.K. Base Port, Rosyth.

PHOEBE (A/S Frigate), January 10 at Glasgow. General Service Commission, Home/East of Suez/Home/East of Suez. Capt. (D). 30th Escort Squadron. U.K. Base Port, Chatham.

PHOEBE FLIGHT, January 10, at Portland. General Service Commission, Wasp.

HYDRA (Surveying Ship), January 11 at Glasgow. General Service Commission, Home/N. Atlantic. U.K. Base Port, Chatham. (A).

FALMOUTH (A/S Frigate), January 13 at Devonport. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 30th Escort Squadron. U.K. Base Port, Devonport.

BRIGHTON (A/S Frigate), January 13 at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 30th Escort Squadron. U.K. Base Port, Chatham.

AINSE (Destroyer), January 13 at Chatham. General Service Commission (Phased). Home/East of Suez/Home/East of Suez. 30th Escort Squadron. U.K. Base Port, Portsmouth.

CASSANDRA (Destroyer), January (Tentative date), at Gibraltar Local Foreign Service. L.R.P. complement.

ZEST (A/S Frigate), January 13 at Devonport. General Service Commission (Phased). Home/W. Indies/Home/W. Indies. 8th Frigate Squadron. U.K. Base Port, Devonport.

CLEOPATRA FLIGHT, January at Portland. Foreign Service. Wasp.

CAVALIER (Destroyer), January 14 at Gibraltar. Home Sea Service. Trials crew. To Reserve on completion of refit (Under consideration).

KENT FLIGHT, February 10 at Portland. General Service Commission. Wessex.

FIFE (G.M. Destroyer), February 11 (Tentative date) at Glasgow. General Service Commission, Home/East of Suez. U.K. Base Port, Portsmouth.

MAXTON (M/H Conversion), February 25 at Devonport. Local Foreign Service (Far East). 6th M/S Squadron. (E).

KILISTON (M/H Conversion), February at Chatham. Foreign Service (Middle East). 9th M/S Squadron. Senior Officer in October. (E).

PENELOPE (A/S Frigate), March 1 at Devonport. Port Service. L.R.P. complement.

LONDON FLIGHT, March 3 at Portland. General Service Commission. Wessex.

RELENTLESS (A/S Frigate), March 17 at Devonport. General Service Commission (Phased). Home/W. Indies/Home/W. Indies. 8th Frigate Squadron. Transferred from 29th Escort Squadron. U.K. Base Port, Devonport.

KEDLESTON (C.M.S.), March at Aden. Towing Crew to United Kingdom.

TARLTON (C.M.S.), March at Aden. Towing Crew to United Kingdom.

UNDAUNTED (A/S Frigate), End March at Chatham, for trials. Commissions end May. Captain (F). 2nd Frigate Squadron. U.K. Base Port, Chatham. (C).

STRIKER (L.S.T.), March at Aden. Port Service (Middle East). Amphibious Warfare Squadron. (Under consideration).

EXMOUTH (A/S Frigate), Late March at Rosyth. Port Service. L.R.P. complement.

LINCOLN (A/D Frigate), April at Portsmouth. Port Service. L.R.P. complement.

JAGUAR (A/A Frigate), mid-April at Chatham. Port Service. L.R.P. complement.

YARNTON (C.M.S.), April at Chatham. Foreign Service (Middle East). 9th M/S Squadron.

MINERVA (A/S Frigate), end-April at Newcastle. Home Sea Service/Foreign Service from date of sailing. East of Suez. 26th Escort Squadron. (A).

IVESTON (M/H), April at Chatham. Foreign Service (Middle East). 9th M/S Squadron.

ROTHESAY (A/S Frigate), May at Portsmouth. Port Service. L.R.P. complement.

YARMOUTH (A/S Frigate), May at Chatham. Port Service. L.R.P. complement.

INTREPID (Assault Ship), May 24 (tentative date), at Clydebank. Home Sea Service/Foreign Service from date of sailing. East of Suez.

NUBIAN (G.P. Frigate), May 12 at Portsmouth. General Service Commission, Home/Middle East. (Phased). 9th Frigate Squadron. U.K. Base Port, Portsmouth. (B).

PROTECTOR (Ice Patrol Ship), June at Portsmouth. General Service Commission, Home/South America and South Atlantic. U.K. Base Port, Portsmouth.

SIRIUS FLIGHT, June at Portland. Foreign Service. Wasp.

DARING (Destroyer), June at Devonport. Port Service for trials. General Service Commission, August. 29th Escort Squadron. U.K. Base Port, Devonport.

BARROSA (A/D Conversion), July at Singapore. Foreign Service (Phased). East of Suez until July, 1967, the Home Sea Service. 24th Escort Squadron, to 20th Frigate Squadron in July, 1967. (A).

ESKIMO (G.P. Frigate), July (Tentative date) at Chatham. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Chatham. (B).

AURORA (A/S Frigate), July (Tentative date). Transfer to 20th Frigate Squadron. Home Sea Service. (C).

CHICHESTER (A/D Frigate), August at Singapore. Foreign Service (Phased). East of Suez. 24th Escort Squadron from 29th Escort Squadron. (A).

LOCH FADA (Frigate), August at Singapore. Foreign Service (Phased). East of Suez. 26th Escort Squadron. (A).

PLYMOUTH (A/S Frigate), August at Portsmouth. Port Service. L.R.P. complement.

EURYALUS (A/S Frigate), mid-August at Singapore. Foreign Service (Phased). East of Suez. 26th Escort Squadron. (C).

GLAMORGAN (G.M. Destroyer), end-August, at Newcastle. General Service Commission, Home/East of Suez. U.K. Base Port, Portsmouth.

CAMBRIAN (Destroyer), August 25 at Portsmouth. General Service Commission (Phased). 29th Escort Squadron. U.K. Base Port, Portsmouth.

GURKHA (G.P. Frigate), September at Rosyth. General Service Commission (Phased). Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth. (B).

MINERVA FLIGHT, September at Portland. Foreign Service. Wasp.

PENELOPE (A/S Frigate), September (Tentative date) at Devonport. Port Service for trials. Commission date uncertain. U.K. Base Port, Devonport. (C).

GALATEA (A/S Frigate), September 29 at Portsmouth. General Service Commission (Phased). Home/Med/ Home/Med. Capt. (D). 27th Escort Squadron. U.K. Base Port, Portsmouth. (C).

NOTES: The term 'U.K. Base Port' means the port at which a ship may normally be expected to give leave and refit.

As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards. (B)—Cooks (S) other than one P.O. Cook (S), all Cooks (O) and all Stewards. (C)—Cooks (O) and Stewards only. (D)—Cooks (O) and all Stewards. (E)—Leading Cooks (S) and Stewards only. (F)—Cooks (S) and Steward only.

New type of Survey Ship commissions

H.M.S. Hecla, the first of three new survey ships for the Royal Navy, was commissioned at Scotstoun, Glasgow, on September 8, having been built by Yarrow & Co.

These new class of ships (the others are the Hydra, launched on July 14, and the Hecate), are built on commercial lines and have an oceanographical and hydrographical role. They can carry a Land-Rover and a helicopter and have considerable range and endurance.

A propeller is built into a transverse tunnel in the bow to make for good manoeuvrability and the hull is strengthened for work in ice.

Hecla has an overall length of 260 feet and a displacement of

2,800 tons and her complement is 117 officers, scientists and ratings.

Fire party saved ship

LIEUT.-CDR. Timothy Jefferis, R.N., of Torpoint Devon, has received a Commander-in-Chief's Commendation for his leadership throughout fire-fighting operations on the 600-ton coaster City of Waterford, which caught fire off the coast of the Isle of Wight on February 12, 1965.

Lieut.-Cdr. Jefferis, followed by the fire party from H.M.S. Wizard, an anti-submarine frigate in which he was serving, went on board the coaster, which was badly on fire. The flames were approaching the fuel tanks and those members of the crew not injured were exhausted.

SHIP SAVED

Although the fire had taken too strong a hold to be completely subdued, Lieut.-Cdr. Jefferis immediately took charge of the fire-fighting. He and his party succeeded in containing it and for nearly 12 hours continued to fight further outbreaks as they occurred. There was dense smoke below decks and for the last four hours the men worked by the light of portable lamps. The commendation says: 'The Wizard's fire party did a first-class job and by preventing the fire reaching the fuel tanks, almost certainly saved the ship. I commend Lieut.-Cdr. Jefferis for his leadership and personal courage.' The Commendation is signed by Admiral Sir John Frewen, Commander-in-Chief Home Fleet.

Tanker can keep task force at sea for a month

R.F.A. Olynthus, the Navy's latest Fleet Replenishment Tanker (33,000 tons) called at Portsmouth on September 27 for certain trials.

Built by Hawthorn Leslie at Hebburn-on-Tyne, Olynthus, which is commanded by Capt. I. B. Roberts, carries 18,000 tons of fuel and can keep a task force, including a carrier, supplied with fuel for at least a month.

She will be equipped with a Wessex helicopter for transferring stores at sea. At the moment she is working with the Home Fleet, but it is anticipated that she will go to the Far East next year.



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A strange funnel marking

SIR.—I suppose the account on the front page of the September issue of the 'Navy News' will be the last of the accounts written on the Queen's Review of the Home Fleet in the Clyde in August, and it is surprising to me that none of the correspondents or commentators made any reference to the unusual funnel marking carried by Black Ranger. I would very much have liked to have obtained a photograph, but by the time I could get into a good position we were out of range.

THE OLDEST WARSHIP

SIR.—I have been a reader of 'Navy News' for some time and would be grateful if you would try and settle a discussion which has arisen regarding the oldest floating British warship. In a daily paper H.M.S. Foudroyant is stated to be the oldest, but a Scottish paper gives H.M.S. Unicorn at Dundee.

Unicorn was stated to have been laid down in 1794 and commissioned in 1824.—Yours, etc., J. G. SWAN, Hull.

[By Editor.—The Foudroyant, now a holiday training ship in Portsmouth dockyard, was launched at Bombay, in 1817, as the Trincomalee. She is not 'H.M.S.'. Her name was changed to Foudroyant in, it is understood, in 1904. Nelson's Foudroyant, a 3rd rate of 1798, was sold in 1892 and was destroyed off Blackpool in 1897 while being towed to the Clyde. H.M.S. Unicorn, a 5th rate of 1824, has been at Dundee since 1873. On October 13, 1962, she was moved from Earl Grey Dock to Camperdown Dock, her first move for 89 years.

[With the exception of H.M.S. Victory, Unicorn is the oldest vessel still in service with the Royal Navy, but the oldest warship afloat is the Foudroyant.]

It would be interesting to know how the ship acquired an International School sign and was allowed to display this; any observations would be welcome. I am sure they must be the envy of many other ships for their originality.—J. E. PATTISON, High Wycombe.

[R.F.A. Black Ranger, an oiler, is normally based at Portland and ships, during their work-up period at that base, use the Black Ranger for replenishment training—schools them, in other words, for that important duty. The connection

between this duty and children crossing the road to school is, perhaps, somewhat tenuous, but in the same way that motorists would give way to school-children crossing the road, so would other ships give Black Ranger and the ship she was refuelling a wide berth. Another unusual funnel marking was a 'black foot' which was used by ships of the 104th Minesweeping Squadron. This took its rise when the sweepers, after much running, found the upper decks and superstructure covered in a mass of tiny specks of unburned diesel oil. As the ships were on a long passage it was not possible to open up the funnel and clean it out, and for four days the decks, and thus the soles of everyone's feet were a dirty, oily black. The squadron was known for many months as the 'Blackfoots'.—Ed.]

COMPASS HANDKERCHIEF HELD FOR 64 YEARS

SIR.—I wonder how many of the old sailors' wives like myself still have in their possession the compass handkerchief. My late husband was given his when he joined the Royal Navy at the age of 15 and has just recently passed away at the age of 79.

He has always been proud of the Service in spite of the poor pay the sailor had in those days. My allotment when we were married was £2 10s. per month, and yet we were quite contented with our lot and expected nothing. They were the 'Old Navy's' days and hungry days.

I am now 72 and still a very

proud sailor's wife. God bless England and the Navy.—Yours, etc. (Mrs.) C. M. PRATT, Pembroke Dock.

Letters to the Editor

Hood's guns

SIR.—The following information may be of interest to Mr. R. Lumley and your other readers. H.M.S. Hood had the 5.5-in. guns taken out of her, as Mr. Tilburn says, and these were replaced with high-angle 4½ in., giving a total of 14 4-in. guns. This alteration took place at the times and places Mr. Tilburn quotes.

I can find no record of the Hood ever mounting any of Chester's 5.5-in. guns, and certainly the gun Boy Cornwell served has been on display at the Imperial War Museum since March 16, 1928, so I think Mr. Tilburn is mistaken on this point.

The guns mounted at Thorshavn are almost sure to have been in Hood at sometime or another.—Yours, etc., A. BANFILL, High Wycombe.

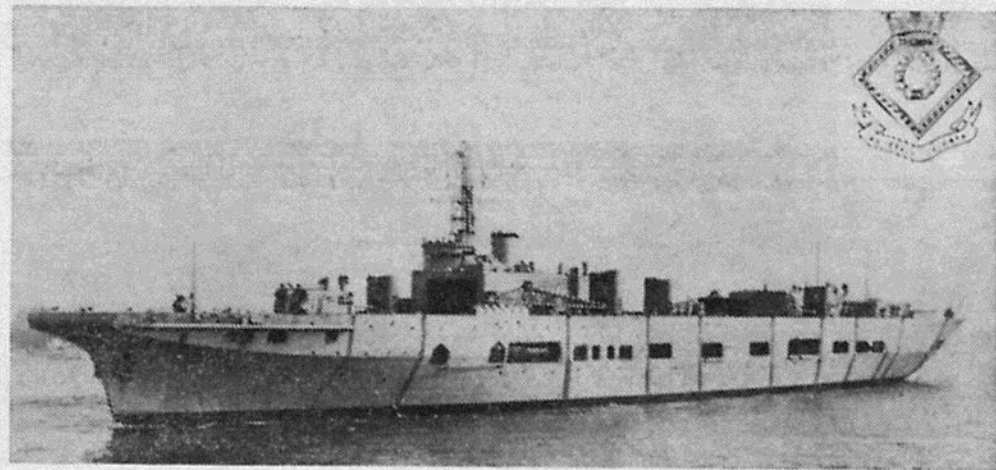
THE subject of the 5.5 in. guns of H.M.S. Hood has aroused more interest than any other subject raised in these columns, and extracts from some of the many letters received are given below.

Mr. C. E. Robinson, of Peterlee, Co. Durham, states that a few weeks after Hood commissioned in June, 1939, two guns, P.2 and S.2 were replaced, having been taken off sometimes before commissioning. In March, 1940, these same two guns were once again removed to make way for new type anti-aircraft guns. Mr. Robinson, who was the trainer of P.2, and who left Hood in June, 1940, states that there were five of these new-type guns—four were placed on the boat deck level

SHIPS OF THE ROYAL NAVY

H.M.S. TRIUMPH

No. 119



and the other on top of 'B' turret.

Mr. J. T. Beale, of Canvey Island, who served in the Hood from September, 1936, to May 7, 1941, says that if his memory serves him right the 5.5 in. guns were removed early in 1940 in Gladstone Dock, Liverpool, prior to the battle cruiser joining up with Force H at Gibraltar.

Mr. Anthony Preston, of London, says that the 5.5 in. gun was supplied initially for the two cruisers Birkenhead and Chester, and 11 spares were mounted in Furious. Before her first trials Furious was turned into a carrier, but did not lose any 5.5 in. guns until her later reconstruction.

He goes on to say that Birkenhead and Chester kept their guns until after the First World War, as did Furious. It is, therefore, most unlikely that their guns went to H.M.S. Hood.

He also states for the record that three ships mounted the 5.5 in. gun after 1921, viz., Hood (12 guns), Furious (10) and Hermes (6).

Mr. D. G. Weldon, of Cullercoats, North Shields, says that Hood's armament in June, 1939, was eight 15 in., ten 5.5 in., six 4 in. A.A. in single mounts and eight 4 in. A.A. in twin mounts, three eight-barrelled 2 pdr. pompoms, four four-barrelled 0.5 in. M.G.s and four 3 pdrs. He says that on the first trials after the major refit at Portsmouth in June, 1939, the single 4 in. were retained, along with new twin mounts. Two extra (single) 4 in. replaced the forward pair of 5.5 in. guns.

Between June and August, says Mr. Weldon, all the 4 in. single guns were removed and the 5.5 in. guns replaced in their original positions and in August, 1939, the ship had 12 5.5 in. and eight 4 in. twin mountings.

From photographs Mr. Weldon says that after the ship's refit at Devonport in March-May, 1940, she appeared to have 14 4 in. in twin mountings, all the 5.5 in. guns having been removed and the forward positions were plated up.

[The Editor is endeavouring to ascertain from Admiralty records the exact situation regarding the Hood's 5.5 in. guns and how those at Thorshavn came to be there.]

H.M.S. Triumph, the Escort Maintenance Ship, now in the Far East, was built by R. & W. Hawthorn, Leslie & Co., at Hebburn-on-Tyne: being laid down in January, 1943, launched in October, 1944, and completed in April, 1946.

She was converted to an Escort Maintenance Ship and Heavy Repair Ship in H.M. Dockyard, Portsmouth, and commissioned for that service in January this year.

Triumph has a mercantile-type hull, being built to Lloyds specifications up to the main deck with the original intention of converting her to commercial service after the war.

She is of 17,000 tons (full

load) with a length of 699 feet and a beam of 80 feet. In addition to her ship's company of 27 officers and 472 ratings, the ship has four maintenance units totalling 15 officers and 270 ratings, capable of a wide range of highly skilled functions.

The ship provides a whole range of domestic services. In addition to air-conditioned accommodation for the ship's company of the largest destroyer, these include medical and dental services, a chapel, schoolroom, bakery, clothing store and a large canteen.

Though Triumph's main role is escort maintenance, she has the space and facilities to undertake a variety of other tasks, including the carrying and maintenance of helicopters.

CORRECTION

Officers appointed as Supply Staff Officers to certain R.N.R. Divisions will be employed as Retired Officer, Grade III, and not Grade II, as stated in the September issue of 'Navy News.'

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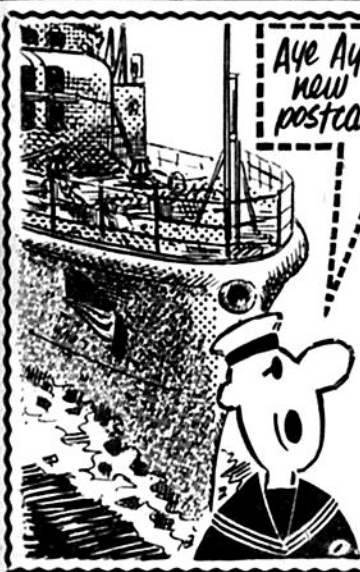
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SHIPS OF THE ROYAL NAVY

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Liaison team speeds Navy's mail

FOR the past 18 months mail for naval ships and establishments abroad have been dealt with by the Army Postal Depot at Mill Hill and although there were irritating delays caused by transitional difficulties and individual errors in the early days, the Admiralty Board took steps to improve matters and few, if any, delays are now being experienced.

Recently a party of officers Alderney and Token, representing the Submarine Command, visited the Forces Post

Lieut. Hopson-Hill and Major Burge with visitors from the Submarine Command who recently visited the Army Postal Depot

Office, where the visitors spent an interesting and informative day under the guidance of Major A. Burge, M.B.E., R.E., the Officer Commanding Sorting Office, and the Royal Naval Liaison Officer, Lieut. (SD) (REG) R. K. Hopson-Hill, M.B.E., R.N.

The party saw the general layout and system of sorting mail for the three services, which is done by Sappers and members of the Women's Royal Army Corps, Postal Branch.

The visitors also saw how the correct locations for despatching of mail to H.M. Ships is dealt with by two R.P.O.s (R.P.O.s Irvine and Framingham), who joined the British Forces Post Office last March as part of the small liaison team at present attached to the Home Postal Depot.

Christmas messages to men overseas

AS announced in the last issue of 'Navy News' the wives, mothers and sweethearts of 30,000 men and women serving overseas in the Royal Navy, Royal Marines and R.N. Nursing Service, may send their menfolk a personal Christmas greeting. They may also select a tune which, together with the message, will be replayed on board the ship or unit on Christmas Day.

The personal message will be recorded on tape at recording centres made available by Messrs. Currys Ltd., and special arrangements have been made for relatives and friends living in areas not covered by Currys 357 branches.

Electrical & Musical Industries are making available hundreds of records. A list of these will be sent to each applicant to select the tune of their choice.

The taped messages are sent to H.M.S. Collingwood for re-recording on to ships' tapes, and golden-voiced Wren disc jockeys will introduce the programme and insert the selected tunes. The completed tapes will then be flown to the ships or units concerned.

To take part in 'Family Choice,' relatives and friends of unaccompanied personnel serving overseas should apply to The Christmas Message Office, H.M.S. Collingwood, Fareham, Hants, before October 30, enclosing a stamped addressed envelope and stating the name of the ship or unit in which he or she is serving. The only cost involved is the postage on the letter of application and the stamped addressed envelope—a total of 8d.

The Commander-in-Chief, Portsmouth, officially opened the new Weston Families Hotel at Southsea Terrace, Portsmouth, on September 14.

SAILORS FORM WALL ROUND PRINCESS



British sailors from the guided missile destroyer H.M.S. Devonshire formed a wall round Princess Alexandra to prevent her being mobbed by Japanese students as the Princess arrived to tour the British Exhibition in Tokyo. The officer in charge of the naval guard of honour ordered his men to break through the thousands of visitors and form a wall round the royal party. A naval officer said: "I've never seen anything like it," as the surging crowd, mostly students in uniform, came within touching distance of the Princess. (Photo.—Keystone Press Agency, Ltd., London.)

There's little waiting time for Married Quarters

RECENTLY moved into the last of the new naval houses in Elgin is C.P.O. Larkin of 750 Squadron at Lossiemouth. Mrs. Peggy Larkin, his wife, is obviously delighted with her new married quarter.

The house consists of a living/dining room, kitchen, two large bedrooms and a bathroom and there is vent heating. The kitchen is almost a housewife's dream, but Mrs. Larkin pointed out the lack of cupboard space, and the lino floor, which marks easily. All the furniture and fittings are new. Upstairs there are large built-in wardrobes and the tasteful way the whole house has been decorated makes it a comfortable home.

GARDEN TOO SMALL

Mrs. Larkin said that the builders and painters had left everything in wonderful condition; in fact it was the first time she had moved into Naval quarters and not had to clean up after someone else. She was quite outspoken on this point and said "I think we wives should get together and do something about people who leave a dirty house when they move."

C.P.O. Larkin's only criticism was that the garden was too small. There are some who would not agree with him.

NAVY'S 700 HOUSES

The Navy has almost 700 houses in the Lossiemouth area. There are some 300 in Lossiemouth itself, about 150 at Pinefield and 230 in Bishopmill. About to be finished are 25 flats for officers.

With all these houses, as well as the facilities for caravans, the married quarters waiting list has at last been cut down to about 10 weeks. To help people with this delay the Royal Sailors' Rest will take up to 26

striving to cut down this waiting period and looks forward to the day when there is a house for each new arrival to the Air Station.

(Ack. Moray, Nairn & Baird Courant).

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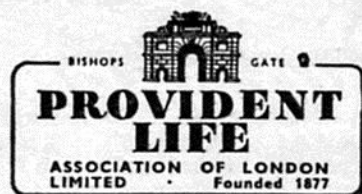
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Mr. E. V. Young—a picture taken in 1913, when he was serving in H.M.S. Audacious

85-year-old wishes he could rejoin navy

By ACHARBEE

"ITS fantastic. I think I'll go and have a very close shave and join up again." So said Mr. Ernest Victor Young, an 85-year-old naval pensioner Chief Petty Officer Cook after being taken around the messes and galleys of the Royal Naval Barracks, Portsmouth, on September 8.

Young by name and young in appearance, despite having been a naval pensioner since November, 1920, Mr. Young, who now lives at Matlock but was on holiday at Emsworth, staying with a married daughter, was invited to tour the Barracks by Sy. Sub. Lieut. J. L. Babcock, R.N., who showed him how the modern sailor lives and eats.

The all-electric galleys and time-saving machines, which have taken so much hard donkey work from the shoulders of those in the present cookery and catering branches were an eye-opener to Mr. Young who remembers the time when cooks had to do their own humping of vegetables, meat, and so on, and even had to renew the worn-out fire-bars in the galleys of yesterday.

NO 'STRAIGHT RUSH'

In the ratings' dining hall Mr. Young saw the men entering the servery for their mid-day meals and sitting down at small tables for a well-cooked, appetisingly presented meal. The choices available amazed him for he remembered when the old 'straight rush,' or perhaps pea soup and salt pork were the order of the day. Mr. Young saw dishes of curry and rice, baked, boiled, chipped and duchess potatoes, two choices of fish, scotch eggs, liver and bacon, or a choice of about four or five cold meats and salads, and a choice of three sweets, and was told that this was an everyday arrangement.

In the Cookery School he saw classes under instruction and marvelled at the ingenuity and workmanship of young cooks who had been in the Service only a very short while.

Mr. Young, who remembers

when the Royal Naval Barracks were first opened, the men coming from the old hulks in the dockyard, and when the parade ground was all gravel, and who, I am sure, turned pale when the car in which he was travelling crossed the one-time 'holy of holies,' joined the Royal Navy as an officers' servant on November 1, 1898. His chest measurement was half an inch too small for entry in any other branch, but although he swears that he had not increased in chest measurement he was accepted for transfer to a cook's mate two years later.

He comes of seafaring stock, his great grandfather, grandfather and father all served in the Royal Navy, and his son did his war service afloat. His grandmother tried to persuade him from joining, saying "The sharks will get you," but he was so keen that he disregarded her advice, and says he was never sorry about his decision.

RECALLED ON WEDDING DAY

He joined the Raleigh at Portsmouth and his first job as a cook was in the St. George, a cruiser. He then served in the Duke of Wellington, one of the hulks, the forerunner of the present Naval Barracks, and subsequent service was at Whale Island and the battleships Colossus and Resolution. He told me of a hair-raising experience in the latter ship when she was severely disabled in the Irish Sea.

In 1905 he was serving in the cruiser Edgar and while on leave from that ship he got married—January 24, 1905. Returning home after the wedding he found a telegram recalling him

(Continued in column 3)

Demands on R.N.B.T. not so great

THE Portsmouth local committee of the Royal Naval Benevolent Trust disbursed more than £800 a week during the year ended June 30, 1965.

At the annual meeting of the committee in the Royal Naval Barracks, Portsmouth, on September 28, the chairman of the committee, Clr. Sgt. D. E. Wilson, R.M., said that the number of people given assistance, and the amount of money distributed, were less than the previous year. The reasons, he stated, were that the provision of housing for the serving man had improved and high employment and a mild winter had made life easier for the ex-serving man.

Nearly 2,300 applicants had been helped during the year and just under 900 applications were rejected. Of the number helped 337 were serving Navy men or Marines, who received £5,010, 1,374 ex-serving men (£20,896), 426 were widows (£5,733) and there were 161 other dependants (£2,048), the total distributed being £41,827.

The Commander-in-Chief Portsmouth, Admiral Sir Varyl Begg, who presided, described the report as 'hopeful.' He felt that the R.N.B.T. could do valuable work in many fields.

(Continued from column 2)

and the same day he returned to Portsmouth to join the Imogene and he did not see his wife again for two years.

Other ships in which Mr. Young served were the Warrior (in this cruiser the first trials of general messing were carried out), Hermione, Ariadne, Audacious, Queen Elizabeth and Caradoc.

AUDACIOUS SURVIVOR

He was serving in Audacious when she was sunk at the beginning of the First World War, being one of the last to leave the ship which blew up shortly afterwards.

Mr. Young rejoiced at the present status of the naval cook—a far cry from his days when the members of the branch were generally referred to as 'Sloshies'—and he congratulated the cooks he met who have been so successful in recent years in winning the highest awards in the cookery world at the various cookery and catering exhibitions, competing against cooks of international repute.

This 85-year-old young Mr. Young felt that the many changes he saw were all to the good and reflected great credit on all those who have worked so hard through the years to improve the status of the naval man in general and the cookery branch in particular.



Part of the mouth-watering display in Maidstone's main galley which attracted much attention from the many visitors

Maidstones 'open day' attracts over 2,000

THE new jetties at the Third Submarine Squadron base in the Gareloch were the scene of much activity on September 13 when the depot ship, H.M.S. Maidstone and the submarine H.M.S. Porpoise were open to the public.

There were demonstrations of frogmen destroying underwater hazards with explosive charges and the use of inflatable life-rafts for survival at sea. The numerous static displays on board Maidstone included models of the new Polaris Base at Faslane and the nuclear submarine H.M.S. Dreadnought.

The visitors were able to take a look at Maidstone's workshops and torpedo spaces and viewed the main galley where an excellent and varied display of food was on show. Their

own needs were not forgotten and the Senior Rates' Dining Hall was taken over by N.A.A.F.I. as a refreshment centre.

QUEUES FOR PORPOISE

Porpoise was, of course, one of the most popular attractions and there was a long queue throughout the afternoon, visitors having to be turned away from the queue during the last hour. Boat trips around the Admiralty floating dock were popular with the older children,

and the younger children were well catered for with swings, slides, etc., on the deck of H.M.S. Narvik, the Polaris Base accommodation vessel.

Over 2,000 visitors passed through the gates bringing proceeds from the sale of tickets to over £100.

TAKE AN EGG . . .

WHEN H.M.S. Brighton was making a passage through the Red Sea an officer voiced his doubts as to whether the deck was hot enough to fry an egg.

A P.O. Cook produced an egg and a ladle of frying fat and in four minutes proved that the deck was, in fact, hot enough to fry the egg.

And H.M.S. Brighton advises other ships attempting the record to make note of the fact that the frying oil was cold when cooking was started.

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Skill and Determination win Gallantry awards

AWARDS for gallantry announced in issues of the 'London Gazette' at the end of August show that officers and men of the Royal Navy and Royal Marines are made of the same stuff as their forefathers and in 'bush fires' as far apart as the Radfan area and Borneo are carrying out their duties with skill and determination.

Lieut. Douglas John Brand, R.M., has been awarded the Military Cross for bravery in the Radfan area in the face of a very determined enemy. 'He was an inspiration to the whole of his Troop and it was entirely due to his good tactical foresight, determined control and personal bravery, that the casualties were kept down to one man.'

RADIO AERIAL SHOT AWAY

In the same area Lieut. Andrew Campbell Letchford, R.M., was the Forward Air Control Officer of a Group and, when warned to expect Hunter air support, quickly reconnoitred a position for his air panels. The only suitable place was the flat roof of a house which was swept by the enemy's machine-gun and rifle fire. With complete disregard for his own safety (his radio aerial 2 ft. above his head was shot away twice), he remained in this position coolly and calmly to direct the aircraft strike. 'It was entirely due to his bravery and skill that the strike was successful and the enemy fire reduced by two-thirds.' He has been awarded the M.B.E.

In command of the company was Major Michael John Baizley, R.M., who is awarded the M.B.E. His methodical planning led to the most effective use of the men under his command and 'without regard for his own safety he deployed the Company into a position from which it could contain the dissident tribesmen until the arrival of the Hunter aircraft.'

The Military Medal has been awarded to Acting R.S.M. Robert William Smith of 43 Commando, R.M., 'With great determination and total disregard for his own safety he arranged the move forward and siting of the machine-gun section. Having completed this task, in full view of the enemy and under heavy fire, he moved around the two forward Troops, redistributing ammunition, encouraging the men and assisting the Troop Commanders and Troop Sergeants.'

Actions in the Indonesian confrontation have led to the awards of two D.S.C.s, an M.B.E., a B.E.M. and three Mentions in Despatches.

FISKERTON IN ACTION

The D.S.C. has been awarded to Lieut./Cdr. Christopher David Prentis, R.N., the commanding officer of H.M.S. Fiskerton. On November 16, 1964, Fiskerton was on patrol when she encountered a stationary sampan. On closing to investigate, the sampan made off at high speed, using twin outboard motors. Warning bursts from the Bren were fired and the sampan made as if to come alongside, but when close to the ship, the occupants threw three grenades, one of which landed on board, causing minor structural damage, and made off again.

The sampan was engaged with Bren and Lancaster fire which it returned with Sten guns. All three occupants of the sampan were killed. There were no casualties in Fiskerton.

Sub-Lieut. Peter Stephen Blomeley, R.N., was the officer of the watch in Fiskerton and he manned a Bren and maintained constant and accurate fire from the wings of the bridge. 'Despite the exposed and dangerous position, this young officer displayed great coolness under fire and helped terminate the action swiftly.' He was awarded the M.B.E.

The B.E.M. was awarded to P.O. George Richardson. His award was 'for his fine example, initiative and aggressive spirit during the action of November 16, when he manned a gun on the wing of the bridge.'

Lieut. Keith Murray, R.A.N., in command of H.M.A.S. Teal has been awarded the D.S.C. While Teal was on patrol an unlit small craft was detected. On being illuminated the craft, a sampan with two outboard motors, began to take violent evasive action but stopped when a burst of Bren was fired across its bows. The crew of three was arrested.

INFILTRATORS CAPTURED

In a further incident two small unlit craft were detected. On closing they split, but Teal illuminated one of them. The craft opened fire and extinguished Teal's signal projector. Fire was returned and the craft suddenly stopped. One Indonesian was killed, one seriously injured and one slightly injured. Ammunition and weapons were found in the craft.

Capt. The Hon. David Peter Seeley, R.N., commanding officer of H.M.S. Ajax and Captain (D) of the 24th Escort Squadron, is awarded a Mention in Despatches for initiative and resourcefulness when seven sampans were captured. In the sampans were 22 heavily armed Indonesian infiltrators.

Lieut. Anthony Thomas Dunkerley Brewster, R.N., pilot of

(Continued in column 4)

INVINCIBLE SURVIVOR DIES

MR. Walter Maclean Pratt, of 20 Arthur Street, Pembroke Dock, a pensioner Chief Yeoman of Signals, died recently on his 79th birthday.

Mr. Pratt joined the Royal Navy when he was 15 and, despite the hard conditions of the lower deck in those days, was intensely proud of the Service and would have nothing said against it. In the First World War he was at the Dogger Bank and Heligoland Bight actions, and at Jutland he was one of six survivors from H.M.S. Invincible.

During the Second World War Mr. Pratt served at a number of shore stations throughout the country.

Mr. Pratt's shipshape garden and the many examples of his skill in mat-making which decorate his home, reflect the training he received in the Royal Navy.

He is survived by his wife (see letter on page 3), son and daughter, 10 grandchildren and three great-grandchildren. Mr. and Mrs. Pratt celebrated their golden wedding four years ago.

(Continued from column 3)

The Wasp helicopter from H.M.S. Ajax is Mentioned in Despatches for carrying out reconnaissance patrols, both by day and night, mostly well within the Indonesian-claimed 12-mile limit, over shallow waters, where it would have been difficult to take Ajax to recover the pilot and observer, had he been forced to ditch.

Cdr. Peter William Buchanan, R.N., the Far East Fleet Operations Officer, is also awarded a Mention in Despatches for 'his outstanding contribution to the Far East Fleet and particularly to anti-Indonesian operations.'

Yet Brothers-in-Arms



Commodore H. D. Ellis, Chief of Staff to the Allied Commander-in-Chief Channel, was recently visited at the N.A.T.O. Headquarters in Fort Southwick by his two sons, Lieut. Peter Ellis, R.N., now serving as an Observer in 801 (Buccaneer) Squadron at R.N. Air Station, Lossiemouth, who has recently returned from the far East and Sub-Lieut. Christopher Ellis, R.N.R., of the Tay Division, Royal Naval Reserve, who was doing his annual training in R.N. Barracks, Portsmouth. Their home is in Bishop's Waltham and the photograph was taken on the first occasion of their meeting as Naval Officers.

ENGLISH BELL FOR FAR EAST

A BELL from the parish church of Yelverton (Devon), destined for a new church to be built to serve the needs of the 100 Christian families living at Beaufort in North-West Sabah, is being taken to the Far East by the aircraft carrier, H.M.S. Eagle.

The bell, unused since a larger one was hung in Yelverton

church, was offered after the Archdeacon of North Borneo had preached in the English church.

At the present time a chapel is housed at one end of the primary school building in Beaufort, but it is hoped that work will soon begin on a church, which will be dedicated to St. Paul, on near-by land.



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NEPTUNE'S SCRAPBOOK



Admiral Sir Desmond Dreyer, K.C.B., C.B.E., D.S.C., has been appointed First and Principal Naval Aide-de-Camp to the Queen in succession to Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O. and Bar.

Rear-Admiral (Acting Vice-Admiral) J. M. D. Gray, C.B., O.B.E., the present Commander-in-Chief, South Atlantic and South America Station, was promoted to Vice-Admiral to date September 28, 1965. He entered the Royal Navy as a Cadet in 1926 and at the outbreak of the Second World War was the Gunnery Officer of H.M.S. Hermes. He served subsequently in the cruiser H.M.S. Spartan and other appointments included Bombardment Liaison Officer at Anzio and with the 8th Army, staff appointments in the Mediterranean, Gunnery Officer, H.M.S. Duke of York, Naval Attaché, Tokyo, on the Staff of the Commander United States Naval Forces in the Far East during the Korean War, H.M.S. Swiftsure and becoming Director of Naval Ordnance at Admiral in 1953. He became Captain 7th Frigate Squadron and commanded H.M.S. Lynx in 1955. He also commanded H.M.S. Victorious in 1960.

Rear-Admiral J. O. C. Hayes, C.B., O.B.E., has been promoted to Vice-Admiral to date September 29. Admiral Hayes entered the Navy in January, 1927, and at the outbreak of the Second World War he was serving in H.M.S. Repulse, and escaped from the ship when she was sunk in the China Sea in 1941. Other war-time service was as Liaison Officer with the Argyle and Sutherland Highlanders during the final stages of the Battle of Malaya in 1942, Arctic convoys to Russia and service in the Mediterranean. Since the war he served on the staff of the Imperial Defence College, in H.M.S. Ocean, staff of Second Sea Lord, commanded H.M.S. Sparrow and H.M.S. St. Vincent. He was Deputy Director of Plans at the Admiralty for two-and-a-half years before be-

coming Commodore, R.N. Barracks, Devonport. He was promoted to Rear-Admiral in July, 1962, and appointed Naval Secretary to the First Lord. Since October, 1964, he has been Flag Officer Second in Command, Home Fleet.

Captain G. S. Ritchie, D.S.C., R.N., is to be promoted to Rear-Admiral to date January 7, 1966, and will be appointed Hydrographer of the Navy in succession to Rear-Admiral E. G. Irving, C.B., O.B.E., the appointment to take effect in January. Capt. Ritchie has been in the Surveying Service since he joined the coal-burning ship, H.M.S. Herald, in 1937, then employed in the South China Sea, and continued on surveying duties throughout the war, being attached to the Eighth Army for 18 months in North Africa and Italy to survey the various damaged ports and harbours. It was during these operations that he was awarded the D.S.C. On D-Day he sailed for Normandy in H.M.S. Scott, which was employed on surveys for the establishment of Mulberry Harbours and later in surveying the damaged harbours of north-west Europe. In 1949-51 he commanded H.M.S. Challenger and after three years on loan to the Royal New Zealand Navy, in command of their Hydrographic Department, and in command of H.M.N.Z.S. Lachlan, he has twice served as Assistant Hydrographer and has commanded both H.M.S. Dalmyle and H.M.S. Vidal.

Captain R. G. Raper, A.D.C., R.N., Chief Staff Officer (Technical) and Captain of the Portland Naval Base, is to be promoted to Rear-Admiral to date January 7, 1966, and will be appointed Director of Marine Engineering in February in succession to Rear-Admiral H. G. H. Tracey, C.B., D.S.C. In 1942 he was Mentioned in Despatches for services 'in face of relentless attacks by the enemy,' and for distinguished work in the same year he was granted six months' additional

seniority. Capt. Raper is a member of the Institute of Mechanical Engineers and the Institute of Marine Engineers.

Captain A. T. F. G. Griffin, R.N., is to be Naval Secretary in succession to Rear-Admiral W. D. O'Brien, D.S.C., the appointment to take effect in January, 1966. Capt. Griffin is to be promoted to Rear-Admiral to date January 7, 1966. He entered the R.N. College, Dartmouth, in 1934, and during the war served in H.M.S. Gloucester, taking part in the Battle of Calabria, H.M.S. Fury, taking part in Malta and Russian convoys and being Mentioned in Despatches, H.M.S. Implacable, when he was in action off Norway, and H.M.S. Empress, again being Mentioned in Despatches for actions off Malaya. Promoted to Commander in December, 1951, and was at Suez in H.M.S. Eagle in November, 1956. Appointments in Admiralty, the Mediterranean and again in Admiralty followed. He has been in command of the aircraft carrier H.M.S. Ark Royal since January, 1964.

Rear-Admiral W. D. O'Brien, D.S.C., has been appointed Flag Officer Aircraft Carriers in succession to Rear-Admiral H. R. B. Janvrin, C.B., the appointment to take effect in February, 1966. He entered the R.N. College, Dartmouth, in 1930 and was promoted to Commander in 1949. In 1953 he commanded H.M.S. Ceylon and was promoted to Captain in June, 1955, soon afterwards becoming Chief Staff Officer to Flag Officer Flotillas, Mediterranean. After being Chief Staff Officer to Flag Officer, Malta, and Captain (D), 8th Destroyer Squadron, he commanded H.M.S. Hermes from November, 1961, until 1964, when he was promoted to Rear-Admiral and appointed Naval Secretary.

Major Robert Adair Campbell, R.M., and Second Lieutenant Christopher John Walter Ledger, R.M., have received the Queen's Commendation for brave conduct during operations in the Radfan. Major Campbell, now serving at Deal, through resolute and skilled planning of operations ensured the destruction of large ammunition stores and casualties to the enemy. His realistic precautions and extreme steadiness under difficult conditions did much to reduce his own casualties and his actions were an inspiration and example to his company. Second Lieutenant Ledger, still serving with 45 Commando, Royal Marines, in Aden, was in charge of a patrol in the Radfan which was subjected to heavy and sustained fire. His conduct and military skill were of a high order, and his determined efforts to ensure the successful air evacuation of his seriously wounded Marines to hospital in this critical situation certainly saved their lives.



Lieut. R. E. Smith, R.N., Lieut. H. J. H. Adams, R.N. and Ch. A.F. R. Kentsbeer, whose courage, skill and endurance resulted in the rescue of two canoeists last August

'Chopper-men' effect night rescue in bad weather AWARDS FOR COURAGE

A WESSEX helicopter crew of two pilots and a crewman from 707 Naval Air Squadron, Culdrose, who rescued two canoeists in bad weather on the night of August 18-19, have been awarded an M.B.E. and two Queen's Commendations.

The M.B.E. is awarded to Lieut. Richard Edward Smith, R.N., of Chy-an-Garth, Church Road, Mawnan Smith, Cornwall, the pilot of a helicopter exercising with the 22nd Special Air Service at Castlemartin, which had launched a canoe team.

The weather deteriorated and it was decided to recall the team. In turbulent conditions, with

only intermittent moonlight and with a radio altimeter that had a poor presentation of heights below 50-ft., Lieut. Smith and his crew located three canoes in distress and marked their position, which was four miles off the coast of South Wales.

Despite poor visibility, the failure of the aircraft's star-board generator and the fact that the aircraft was not properly equipped for, nor are the commando crew trained in, night rescue operations, Lieut. Smith decided to attempt recovery of at least one canoeist.

One canoeist was winched to safety and after taking him back to the Special Air Service Camp, Lieut. Smith and his crew returned and winched another man to safety despite worsening weather conditions and the poor state of the survivor. At the same time Tenby lifeboat was alerted to assist in rescuing the remaining canoeists and bodies.

The citation adds: 'Lieut. Smith showed considerable determination and courage in attempting two winch recoveries in hazardous weather conditions some way out to sea. Without doubt his efforts, and his efficient organisation of his team, saved the lives of the survivors.'

The Queen's Commendation for brave conduct in recognition of courage, skill and endurance during the successful sea rescue, is awarded to Lieut. John Harold Adams, R.N., the co-pilot of 'Carne-Combe,' Coombe Close, Dartmouth, Devon; and to Chief Air Fitter Robert Clifford Steele Kentsbeer, of 20 Mongheath Avenue, Falmouth, Cornwall, the winchman.

At the conclusion of the rescue the crew had flown 6 hours 50 minutes in 24 hours, of which 4 hours 20 minutes were under exacting conditions at night.

DAMPIER HONOURS PROMISE

WHEN H.M.S. Dampier, which has commissioned at Singapore, sails for the south-west Pacific, she will keep a promise made nearly two years ago on behalf of the Hydrographer of the Navy.

She will have on board two clubs from Fiji—one carried by the Islanders when working in their gardens, and the other a ceremonial weapon. These were presented in Suva in December, 1963, to H.M.S. Cook, another survey ship, before she returned to Britain.

Cdr. F. W. Hunt, R.N., who at that time commanded Cook, gave an undertaking when accepting the clubs on behalf of the Hydrographer, that they would be held in trust until they could be embarked in another survey ship working in the area.

The two clubs, which have been in London, have now been sent back to the Far East and embarked in Dampier (Cdr. M. J. Baker, R.N.), which hopes to spend Christmas at Fiji during ten months' work in the Pacific.



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MRS. WILSON LAUNCHES H.M.S. WARSPITE

H.M.S. Warspite, the Royal Navy's third nuclear-powered hunter-killer submarine (the others are Dreadnought and Valiant), was launched from the Barrow-in-Furness yard of Messrs. Vickers, Ltd., on September 25. The naming ceremony was performed by Mrs. Mary Wilson, wife of the Prime Minister. The religious ceremony was conducted by the Rev. P. J. F. Smythe, LL.B., vicar of St. John the Evangelist, Barrow.

The Warspite, which is of all-British construction, has a length of 285 feet and a beam of 33 feet. Her primary role is as a submarine hunter-killer, for which purpose she will be equipped with the latest developments in underwater detection and weapons. She is not fitted for Polaris missiles. She will be fitted with an inertial navigation system and a means of measuring her depth below ice.

Her propulsion machinery consists of a pressurised reactor driving a single shaft through steam turbines and is of mainly British design. It owes much to the information provided by the United States. Refuelling of the reactor will be necessary at only very long intervals and, being fitted with the latest air-conditioning and purification equipment, the submarine will be able to undertake patrols of long endurance at high underwater speeds, if necessary, saying submerged without recourse to air from the service.

GOOD HABITABILITY

Accommodation for her complement of 11 officers and 79 ratings will be of the highest possible standards and in view of the long underwater patrols which this ship has been designed to carry out, particular attention has been paid to habitability. This includes improved water distilling plant which will provide unlimited fresh water for showerbaths and for the fully equipped laundry. Separate messes for senior and junior ratings are provided on either side of the large modern galley from which meals will be served on a cafeteria system.

Considerable thought has

been given to the decoration and furnishing of the living quarters and to the recreational facilities which will include cinema equipment, an extensive library and tape recordings, all features which will help to offset the monotony of prolonged underwater voyages.

MANY BATTLE HONOURS

The new Warspite will be the seventh to bear the name in the Royal Navy. She inherits a list

of Battle Honours ranging from Cadiz (1596) to Biscay (1944)—25 in all. The sixth Warspite, a battleship of 30,600 tons, with eight 15-inch and eight (originally she had 12) 6-inch guns, was damaged at Jutland. During the Second World War she made an attack on German craft at Narvik. She saw service in the Mediterranean and was at Matapan, Sicily and Salerno. Sold for scrap in 1947 she went ashore on the Cornish coast.

'A bit of a shock' MIDS. ROUGH IT

WHEN it was discovered that after sitting their final examinations for sub-lieutenants six midshipmen from the Commando Ship H.M.S. Albion would have virtually nothing to do for three weeks as the ship was in port, Capt. J. H. Adams, R.N., the commanding officer of Albion, arranged for the midshipmen to spend a fortnight with the 3rd Bn. Royal Australian Regiment in the Bau area of Sarawak's First Division.

The day after the examinations the midshipmen were flown in an R.A.F. aircraft from Singapore to Kuching, the capital of Sarawak, and from there went by road to the Australian battalion's headquarters. Here they were split into three groups of two and, dressed in jungle green with webbing and rifles, taken by R.A.F. helicopters to the almost inaccessible forward posts close to the Indonesian border.

The young naval officers lived as ordinary soldiers at fortified camps near the border and also went out on operational patrols in an area which has seen several incursions by Indonesian terrorists. They were under the charge of the most junior N.C.O.s., and slept and ate on

equal terms with the soldiers.

All six agreed that the two weeks they had spent in the hot, steaming jungle of Sarawak had given them a far greater appreciation of the hardships and difficulties that the infantryman has to contend with in this troubled part of the world.

Midshipman David Evans, of Swansea, said: "After the air-conditioning on board ship, initially it was a bit of a shock to live rough, but we settled down pretty quickly to the soldier's life in the jungle. To our surprise the food was good and we were all impressed by the friendship and comradeship of the Australians."

SLEPT IN OPEN

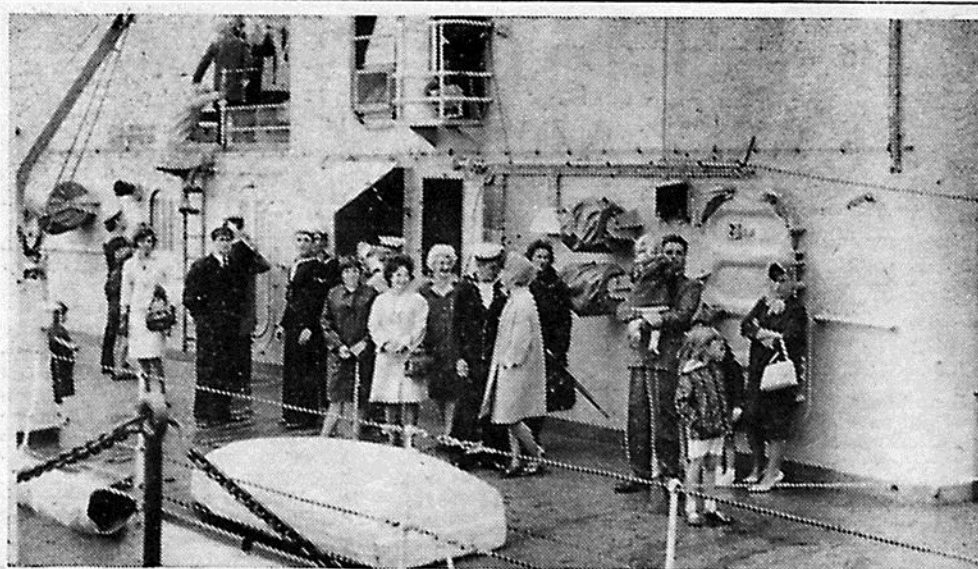
After a few days getting used to the tropical conditions, the midshipmen were taken out on operational patrols lasting from two to five days. They had to clamber through thick, dense jungle, sleep in the open and ever be on the alert for signs of terrorists.

Midshipman Evans stated: "The first day on patrol was tough, particularly the great concentration required. There were no contacts with the enemy—thank goodness—and we got back to our camps in good shape, although very dirty, sweaty and with growths of beard."

Another midshipman, Christopher Dodson, of Nettlebed, Oxfordshire, commented: "I think we all came back with a great respect for the infantryman and a much better understanding of Malaysia's confrontation problems."



Midshipman C. Dodson points out a map reference at a forward position in the jungle of Sarawak. In the background is Midshipman Richard Muspratt



SIX THOUSAND MILES A MONTH

ON September 9, H.M.S. Plymouth (Capt. T. E. Fanshawe, D.S.C., R.N.), leader of the 29th Escort Squadron, arrived in Plymouth Sound from the Far East to anchor overnight for Customs clearance on return from her first foreign leg of the current General Service Commission.

The next day she proceeded up the Hamoaze to Devonport Dockyard, with some 250 members of the ship's company's families embarked, to start a well-earned one month's leave.

Since leaving Plymouth on February 16 this year, H.M.S. Plymouth has steamed 42,000 miles and spent well over 2,000 hours at sea. She has visited many ports including Gibraltar, Malta, Aden, Gan, Singapore, Hong Kong, Bangkok, Fremantle and Geraldton, Western Australia, and has exercised with warships of the Australian, New Zealand, American and Thailand Navies. She has played an active part in the prevention of infiltration into Malaysia resulting from the Indonesian confrontation.

Much of the passage home was made in company with two other ships of the 29th Escort Squadron, H.M.S. Cambrian (Cdr. D. C. Jenkin, R.N.) and H.M.S. Chichester (Cdr. H. B. Parker, R.N.). Also during the passage two other ships of the Squadron, H.M.S. Blackpool (Capt. D. D. Knight, D.S.C., R.N.) and H.M.S. Londonderry (Cdr. W. J. Soames, R.N.), were met going the other way on their way to the Far East.

At the end of October, the sixth member of the Squadron, H.M.S. Relentless (Capt. A. G. Watson, R.N.), will join the 'Home Leg' ships.

After four months' service in the Home Fleet, H.M.S. Plymouth will return to the Far East.

NAVY MEN TAKE PART IN NIJMEGEN MARCHES

FIVE naval ratings from the Joint Services Trials Unit at Boscombe Down took part recently in an unusually hard bit of marching, but P.O. Grayling, L.A. Poulton, L.Wr. Pearman, N. A. Childs and R.E.M.(A) Gwilliam considered the experience well worth while.

Each year the Dutch Army plans a series of marches, Nijmegen and back to Nijmegen, 25 miles a day with 11 hours to do the march, on four different routes. The first march is over rough roads, the second one is a smooth route. The third march, on the third day, is the hardest, over seven hills, and on the last day the trip is a smooth one.

On the last day the various contingents form up outside the town of Nijmegen to be led into

the town by a band, past the saluting base, and to the finish for the individual and team medals.

WORLD-WIDE APPEAL

The five naval ratings, the first Royal Navy party to participate in the marches, accompanied an R.A.F. contingent. They spent three days before the marches and three days afterwards with the R.A.F. in Germany, but for the four days' marching they were fed and accommodated by the Dutch Army, as was done for thousands of servicemen and civilians from all over the world. The Israelis sent a team of their 'Essence' women, the Americans and Canadians put on big shows and the Germans were there for the first time.

Nijmegen is only a few miles from Arnhem and the locals have a great regard for the English and the first visit of the Royal Navy was much appreciated.

Those who do not mind a bit of hard walking, have endurance and fit feet and can put up with a few blisters, would do well to remember the Nijmegen Marches next July, for this year's naval contingent can assure intending competitors of a really good time.

Old-fashioned accommodation

AT Glasgow, during his tour of naval bases and establishments in Scotland, Mr. J. P. W. Mallalieu, M.P., Parliamentary Under-Secretary of State for Defence for the Royal Navy, stated the accommodation in many Royal Navy bases in the United Kingdom were old-fashioned and needed a change.

Some of the many relations and friends who welcomed H.M.S. Plymouth at Devonport on September 10 after her 42,000 miles trip. (Photograph by courtesy of The Western Morning News.)

Advancements

CONFIRMATION has been received that the following have been advanced to Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
JX 646222 F. A. G. Snook, JX 887275 D. A. Dennison, JX 823980 R. G. Mills, JX 646322 C. A. Grant, JX 661071 G. C. R. Plumb, JX 760319 D. B. P. Lardner.
To Chief Sailmaker
JX 712570 R. E. C. Smith.
To Master-at-Arms
MX 581524 G. E. Ambury, MX 835992 M. G. Whale, MX 890548 M. W. Jones, MX 891726 A. E. Jackson.
To Chief Petty Officer Writer
MX 845109 D. Dunkley.
To Chief Petty Officer Stores
MX 885254 R. G. Channing.
To Chief Petty Officer Stores Accountant (S)
MX 854670 J. N. Hyslop, MX 860210 W. B. A. Archer.
To Chief Petty Officer Cook (S)
MX 877998 P. G. Bagg, MX 876931 D. A. Clark.
To Chief Petty Officer Steward
LX 809161 D. S. Bell.
To Acting Chief Engineer Artificer
M 929658 D. T. F. Southern, MX 887872 D. M. J. Saville, MX 902645 G. T. Cotter, M 933571 E. White, MX 855938 B. J. G. Pellett, MX 803708 D. A. Rawle, MX 842944 A. C. L. Smyly, MX 913994 B. C. Saunders, M 982043 J. C. Ashley, M 928927 M. J. Cocks, M 933527 P. L. Plumridge, M 933594 P. T. Alford.
To Chief Shipwright Artificer
MX 857302 B. D. Robertson.
To Chief Engineering Mechanic
MX 907270 A. B. Hamilton.
To Acting Chief Control Artificer (W)
MX 887729 M. Rushton, M 933812 C. R. Eades, M 943624 P. E. Willerton.
To Acting Chief Electrical Artificer
MX 766797 D. J. Dixon, MX 888912 R. Ainsworth, MX 833451 N. A. Channon.
To Chief Electrician
MX 852826 E. C. Abery.
To Acting Chief Radio Electrical Artificer
M 933674 A. F. Jerome, MX 888654 D. K. Allen, M 933880 M. P. McCarthy, M 928796 R. J. McCreath.
To Acting Chief Radio Electrical Mechanician
MX 893443 P. V. Kerrison.
To Chief Radio Electrician
MX 862994 W. Cooke, MX 915231 G. R. Linstead.
To Chief Radio Supervisor
JX 671532 J. L. French.
To Chief Communication Yeoman
JX 865031 R. Charles.
To Acting Chief Aircraft Artificer (AE)
L/FX 670206 L. R. Thring.
To Acting Chief Aircraft Artificer (O)
L/FX 670079 R. J. Gravestock.
To Chief Air Fitter (AE)
L/FX 845982 L. Beech, L/FX 885319 R. F. Farnden, L/FX 578017 D. R. A. Sparks.
To Chief Airman (AH)
L/FX 852350 A. L. Warren.
To Acting Chief Electrical Artificer (AIR)
L/FX 669862 D. Layton.
To Chief Electrician (AIR)
L/FX 892750 P. W. Cairns, L/FX 856277 H. Nesbitt, L/FX 835108 J. G. H. Hubbard.
To Chief Wren Writer (PAY)
110532 S. H. Patrick.

A late start

IT was to have been a lovely party; it still was, but it started one and a half hours late.

On September 28, when H.M.S. Eastbourne was visiting its namesake town, the Mayor of Eastbourne, Councillor Mrs. K. Underhay, and 60 guests, the ship arranged a cocktail party. The guests were to have joined an M.F.V. for the passage to the frigate, but as this, on a previous trip, has slightly damaged the pier, the pier master asked that the M.F.V. should not go alongside again.

So a 30-ft. motor whaler was used to transfer the guests from the pier to the M.F.V., but unfortunately the fishing vessel was hard aground on a boulder bank, and despite the efforts of the whaler to tow her off, she remained fast and the guests had to take the slower whaler to the ship. Hence the one and a half hours' delay.

H.M.S. VICTORY CALENDAR 1966

Size 10 in. deep by 8 in. wide, to hang by Royal Naval ribbon top centre, with Ship's Figurehead die-stamped in old, red and blue, over a plate-sunk panel containing a full colour print of H.M.S. VICTORY flying Lord Nelson's famous signal.

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H.M.S. Taciturn has a working holiday in New Zealand

H.M. Submarine Taciturn (Lieut.-Cdr. P. D. Hurford, R.N.) returned to Sydney recently after a five-week working holiday in New Zealand. Last year she crossed the Tasman Sea in company with H.M. Submarines Trump and Tabard, but this year she was on her own. The hard work which the R.N.Z. Navy and R.N.Z. Air Force rightly expect during the infrequent submarine visits to New Zealand did not preclude a fair amount of hard play as well.

Four weeks of exercises with H.M.N.Z. Ships Otago and Taranaki and R.N.Z.A.F. Sunderlands culminated in a three-days 'war,' during which the odds against the submarine winning were lengthened by the participation of two U.S. Navy Orions.

Between the exercises Taciturn found time to spend three week-ends in Auckland, one in Tauranga and, finally, en route for Sydney, one in Whangarei. The traditional New Zealand hospitality fully lived up to its reputation and on occasions there were more invitations than hands available. These were all the more appreciated in view of the archaic closing time of 6 p.m.

The Navy League in Auckland and Tauranga arranged parties for both officers and

men, and also ran a bus trip from Tauranga to Rotorua to view the mudpools and geysers, which were well worth seeing.

TASMAN TRUE TO FORM

The Tasman Sea ran true to form. The submarine was 24 hours late in arriving, having had to dive twice for weather reasons. In contrast, the trip back was incredibly smooth, and it was possible to open one of the escape hatches and allow hands on to the forward casing—possibly a record for a submarine crossing the Tasman.

Back at Sydney it was 'nose to the grindstone' with a vengeance. Taciturn, her 21st birthday but weeks away, finds herself the only 'running' submarine in the Fourth Submarine Division for the next few months. So, bearing her age gracefully, she enters her last year of service and, according to the Galley there is even the prospect of a paying-off run to Tahiti. Even Galley buzzes come true . . . sometimes.

THE FINAL CHAPTER

THE little village of Brinkley, a few miles south of Newmarket, and about a dozen miles from Cambridge, miles from the nearest sea, is the proud possessor of a ship's ensign and ship's bell from the coastal mine-sweeper H.M.S. Brinkley, so named after the village.

H.M.S. Brinkley is to be scrapped but during its life it kept up an association with the village which was much appreciated on both sides. About once a year a party from the ship visited the village and were entertained.

Recently, the ship's bell, suitably 'buffed up' by Vickers of Wyke Regis, was handed over to the village community and now occupies a prominent position in the village hall. The presentation was made by Lieut.-Cdr. I. A. Cobbold, R.N., a previous commanding officer of the ship, and who is now serving in H.M.S. Osprey.

The ensign now hangs in the church of St. Mary and will recall for generations the happy association of the little ship with the little village.

A windy coming of age

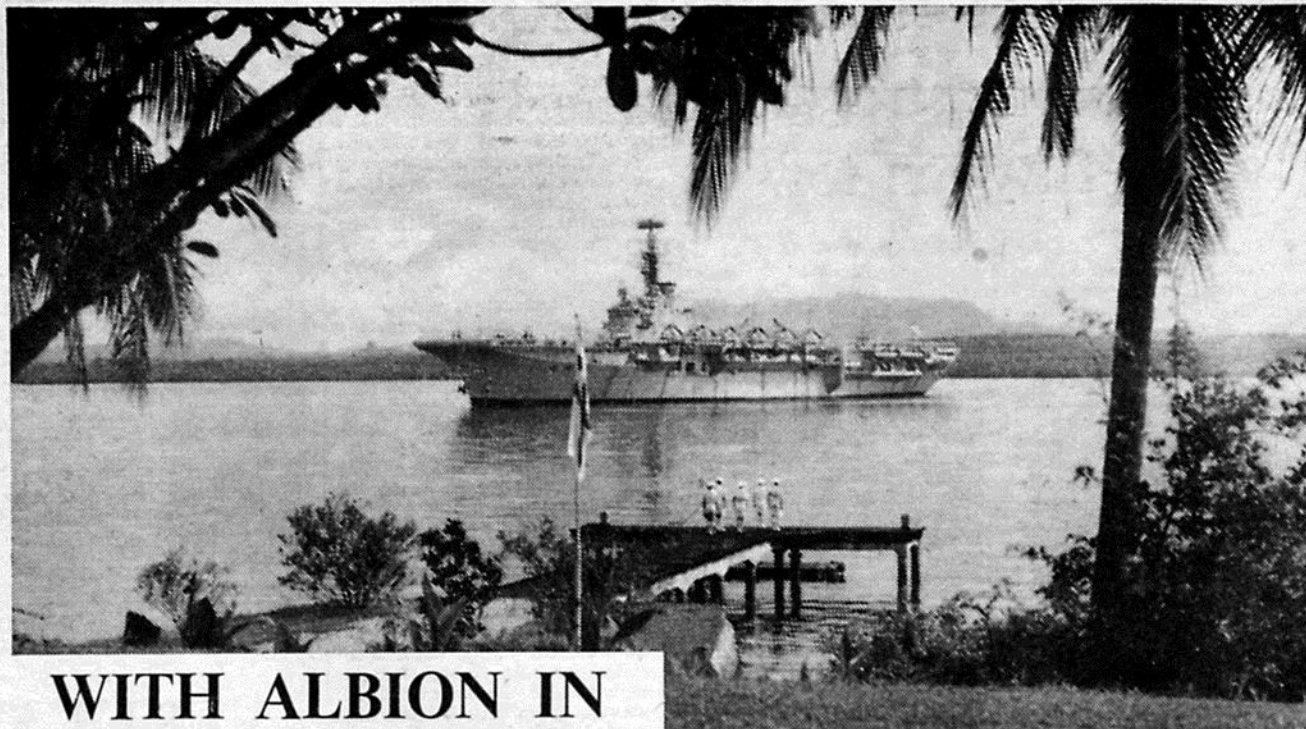
H.M.S. Zest (Cdr. J. H. Fiddian-Green, R.N.), celebrated the 21st anniversary of her commissioning in a gale while on passage to Fremantle on July.

Those on board the ship, which before the end of the war took part in two winter convoys to Russia, report that she seemed more like a submarine than a surface ship under the conditions prevailing at the time.

Zest, a fast anti-submarine frigate (ex-destroyer), was built at Woolston between July, 1942, and July, 1944, and fully converted for her present duties in H.M. Dockyard, Chatham, 1954-1956. She was engaged in a successful wartime action against an enemy convoy off Josing Fjord in which two enemy supply ships were sunk, and another and also an escort were severely damaged.

Since joining the Far East Fleet in September, 1964, she has been employed on patrol duties against Indonesian infiltrators around the coasts of Malaysia.

The ship is due to return to the United Kingdom in time for Christmas and will then recommence for service with the America and West Indies Squadron.



H.M.S. Albion entering Singapore for the first time this commission

WITH ALBION IN THE FAR EAST

AFTER carrying out the movement of Australian troops from Sarawak to the Malacca area, as reported in the September issue of 'Navy News,' H.M.S. Albion returned to the Borneo coast, pausing at Pulau Tioman for an afternoon, to land swimming parties. Off Sibu 848 Squadron 'B' Flight was sent ashore while 'D' Flight was re-embarked after three months ashore. 'B' Flight is commanded by Lieut. G. de S. Atkin, R.N., and 'D' Flight by Lieut. J. S. Kelly, R.N.

During the first week in August there was an informal visit to Jesselton, Sabah, where a great deal of hospitality was extended to the ship. Many sports matches were played against local teams, most of which were won by Albion. A match against an All-Sabah soccer team gave the ship's team one of its more memorable victories.

On the second day of the visit to Jesselton Albion threw a party for 150 children: over 400 appeared. However, the ship's company coped admirably with the influx. (It seems that the hot word on Albion's parties must have been passed by the children at Labuan!)

DEATH OF A PILOT

The visit was marred by the tragic death of Act. Sub-Lieut. Timothy James Hurst Wotton, R.N., one of 848 Squadron's

young pilots, in an accident late on the second day of the visit. He was buried at sea en route for Singapore on Sunday, August 8.

The commando ship entered Singapore Naval Base for a self maintenance period on August 10, and then began a large number of sporting activities, both inter-departmental and against outside teams. Highlights were the inter-department Sailing Regatta (won by the combined Air and Air Engineering team), and the Swimming Gala which was won by the Seamen. (848 Squadron came a very close second.)

Another feature of this period was the first performance of the ship's concert party, before the ship's company, on August 19. It is hoped by everyone on board that this polished and entertaining show will be seen by an even wider audience in the near future.



R.E.M.(A) W. J. Parsons carefully carries a young, crippled Asian girl to join in the fun during a children's party at Jesselton, Sabah

Navy and Army men change places

RATINGS on H.M.S. Barrosa exchanged places for a week in August with soldiers of the Gordon Highlanders, while the fleet radar picket was undertaking the duties of guardship at Tawau. While the soldiers enjoyed their stay on board, the ratings, who spent the time with military units in the jungle, have not been heard to complain of life in the ship since their return.

Co-operation with the Army in Sabah was extended to the commanding officer of Barrosa, Cdr. David James, R.N., an aviator, who carried out 'aerial rounds' of the ship by flying an Army Air Corps Beaver aircraft.

The most popular recreation for the ship's company of Barrosa is fishing, and an engineering rating recently set a new bogey for the angling fraternity on board by successfully landing a 46-lb. grouper off Mabul Island.

The ship spent the latter part of July at Hong Kong, where the local Red Cross Association persuaded blood donors to do even better than on the Barrosa's previous visit.

FRIGATE SAVES FOURTEEN

WHEN Hurricane Betsy was raging in the Gulf of Mexico a small vessel on the way from South Caicos to Nassau foundered and those on board took to the boats.

After being tossed about for 14 hours the 11 men and three women in two lifeboats were picked up by the frigate H.M.S. Relentless.

In Memoriam

Ernest Albert Hanger, Master-at-Arms, C/MX. 755328. H.M.S. President. Died May 21, 1965.

Leslie Cairns, Able Seaman. D/JX.852232. H.M.S. Shavington. Died July 16, 1965.

Terrance William Stanhope Notter, Petty Officer Engineering Mechanic, P/KX.925032. H.M.S. Victory. Died July 20, 1965.

Roy Upton Styles, Ordinary Seaman. P/075769. H.M.S. Corunna. Died August 3, 1965.

Instructor Lieut.-Cdr. Alan Duxbury Littlewood, B.Sc., R.N. H.M.S. Excellent. Died August 27, 1965.

William Robert Raymond, Ordnance Artificer, 1st Class. D/MX.887718. H.M.S. Orion. Died August 28, 1965.

Lieut.-Cdr. Wallace Allen Beale Bland, R.N. H.M.S. Mercury. Died August 30, 1965.

Capt. John Anthony Savill, Royal Marines. R.M. Barracks, Eastney. Died September 5, 1965.

Engineer Sub-Lieut. Bobby Walter Charles Crispin, R.N. H.M.S. Victory. Died September 8, 1965.

Lieut. Andrew Philip Rayment, R.N. H.M.S. Eagle. Died September 8, 1965.

Sub-Lieut. Raymond Matthews, R.N. H.M.S. Eagle. Died September 8, 1965.

Acting Sub-Lieut. Andrew Arthur Bromley, R.N. H.M.S. Thunderer. Died September 11, 1965.

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ASHANTI RETURNS HOME

Night-long struggle with fifty-ton tow

H.M.S. ASHANTI (Cdr. J. A. Thackwell, R.N.), first of the 'Tribal' class general-purpose frigates, returned to Devonport on September 21 from a year abroad on the Middle East Station. She will recommission on October 21 for further service abroad in 1966, and in the meantime will give leave to the present ship's company and start a short refit.

A rest for the 16 officers and 250 men, and for the ship herself, is well merited. During the last 12 months the ship has spent 150 days at sea and steamed over 50,000 miles. A large proportion of this time has been spent in the Persian Gulf where daily temperatures during the last three months have averaged over 100 degrees F. and where the sailor's usual relaxing 'run ashore' is virtually non-existent.

TRADITIONAL TASK

For the most part the ship has had to perform the traditional tasks that the Royal Navy has shouldered in these waters for over 100 years. Patrolling long stretches of the barren coastline to prevent arms smuggling, always ready to provide protection for British property and support for lawful authority in the constantly unsettled Gulf territories.

Other unusual tasks have been undertaken. In March the ship was sailed at short notice from Bahrain to retrieve the unmanned Cable Bank light vessel which had broken adrift from its moorings in the middle of the Persian Gulf. After a high-speed passage the unwieldy 50-ft. long hulk was successfully taken in tow for Bahrain, but not without an all-night struggle in rough seas.

Also in March Ashanti went to the assistance of the B.P. tanker British Queen which had a serious fire in the after accommodation section. A fire party was put aboard to provide

assistance, while the frigate stood by throughout the night.

On April the desolate and remote Kuria Murias Islands, off the south coast of Muscat, were visited. The 70 inhabitants were given medical and dental treatment and supplies, while the ship's company explored the bleak but impressive mountains and enjoyed the bathing.

VISITS AWAY FROM GULF

The highlights of the year have been goodwill visits to countries outside the Persian Gulf, which started with a three-weeks' deployment to Karachi to take part with the Pakistan and other CENTO navies. Also Ashanti has visited Mombasa twice, made the first visit by a Royal Navy ship to Jeddah, in Saudi Arabia, for 16 years, and flown the flag of the Flag Officer Middle East, Rear-Admiral P. N. Howes, D.S.C., for visits to the Seychelles and Dar Es Salaam. The latter was the first courtesy visit to Tanzania for some time and was notable for the great friendliness shown to those on board.

During the ship's visit to Mombasa in May the rugby and soccer teams and their supporters visited Nairobi for a four-day tour. Regrettably no matches were won, but this can be ascribed to the incredibly generous hospitality received from the local clubs, lack of practice on grass pitches after seven months of sand, and that hardy perennial—the altitude.

But the ship's company has

more often than not been forced to make its own amusements, particularly while on patrol. The quarterdeck was renamed the playdeck and either a shooting range or a swimming pool has been rigged with, in the evening sometimes, a beer bar. The favourite occupations remained, however, fishing, sun-bathing, reading or just plain old-fashioned sleeping, with inter-mess quizzes to while away the evenings.

The ship's company have also raised over £150 to provide a specially adapted slide and swing for the handicapped children at the Spastics Society's Irtton Hall School, at Holmbrook, in Cumberland.

For the first time a helicopter has been embarked throughout the commission and the Westland Wasp, operating from a small flight deck aft, has proved extremely useful as well as proficient in the main anti-submarine role. A high rate of activity has been maintained and the 500th deck landing was carried out in July. (See September issue of 'Navy News'.) The ship's flight is commanded by Lieut. E. C. Ashton-Johnson, R.N.

Most of the ship's company are now on leave and enjoying that well earned and longed-for pint of draught bitter.

Navy helped R.A.F.

THE Fleet Air Arm aerobatic team of Hunter aircraft, the 'Rough Diamonds,' helped the Royal Air Force with the Battle of Britain Day (September 18) celebrations at Saint Athan's airfield near Cardiff and Saint Mawgan airfield, North Cornwall.

The team is led by Lieut. Cdr. David 'Dee Dee' Dunbar-Dempsey, R.N., 32, who lives with his wife and four children at Dinas Cross, Pembro.

Six years after he joined the Royal Navy as a rating, 'Dee Dee' was promoted to sub-lieutenant and he became a pilot in 1954. Since then he has flown Sea Hawks and Sea Vixens. Like all the members of the team he is a flying instructor with the Naval Advanced Flying Training Unit stationed at the Naval Air Station, Brawdy.

Also demonstrating at St. Athan's was one of Brawdy's search and rescue helicopters. It was piloted by Lieut. Brian Skinner, R.N., who lives with his wife at Letterston. He showed how 'single' and 'double' lift rescues are carried out and showed the manoeuvrability of the Whirlwind helicopter.

Lieut. Skinner was recently presented with a plaque by the Mayor of Tenby in recognition of the services rendered by the search and rescue flight of the Fleet Air Arm, Brawdy, on the West Wales coast.



Lieut. Cdr. 'Dee Dee' Dunbar-Dempsey, R.N., leader of the 'Rough Diamonds,' the Royal Naval aerobatic team



The Mayor of St. Albans, (Ald. H. Child), with Lieut. Cdr. Watts, captain of H.M.S. Verulam and the Chairman of St. Albans Rural Council, Mr. F. J. Reed, at the reception for the ship's company of the frigate

VERULAM PARTY GIVEN A GRAND TIME AT ST. ALBANS

FORTY-THREE members of the ship's company of H.M.S. Verulam (Lieut. Cdr. D. F. Watts, R.N.) had quite a job in mid-September trying to settle down after two action-packed nights and one day as guests of the Rural District and City Councils of St. Albans.

The party left Devonport, where the ship was undergoing a refit, by coach at noon on September 15 and on arrival at 9 p.m. were met by the representatives of the councils at Batchwood Hall, a fine converted country house on the outskirts of the city.

A most welcome reception had been arranged at Batchwood and it was not until well after midnight that the party retired to the comfortable quarters provided for them by the Hertfordshire Institute of Agriculture, to prepare for a day of sporting contest on the Thursday.

This day of closely fought sporting events resulted in wins for the ship at cricket, golf and tennis, while St. Albans displayed their supremacy at putting and entertaining, in the form of a civic luncheon and buffet dance in the evening.

It was also possible during this crowded visit for a party from the ship to present a cheque to the Royal National Institute for the Blind at St. Albans and to tour the ancient city of Verulamium, as well as to inspect local units of the Sea Cadet Corps, T.S. Verulam, T.S. Excellent and the Girls.



Lieut. Cdr. Watts presents a ship's lifebelt to T.S. Verulam, the Sea Cadet Headquarters at St. Albans

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Plover's 28 years in continuous commission

H.M.S. Plover (Lieut.-Cdr. S. R. Honour, M.B.E., R.N.), a coastal minelayer, celebrated her 28th continuous year in commission on September 27. She is believed to be the second oldest active ship in the Royal Navy (H.M.S. Protector was commissioned some nine months before Plover), and the last surviving ship of the Portsmouth Squadron, wearing the Hampshire Rose on her funnel. Certainly she holds the present record in the Royal Navy as the ship which has been the greatest number of years in continuous commission.

Her 28th birthday celebrations were held at Ostend, where she was on exercise, but the fact of being in a foreign port did not inhibit the ship's company.

Built by Messrs. Denny Bros., of Dumbarton, Plover was launched by Lady Wake-Walker on June 8, 1937, and commissioned on September 24, 1937, as a ship of the Vernon Flotilla. She has a complement of 69.

ELEVENTH OF HER NAME

The present Plover is the eleventh warship of the Royal Navy to bear the name. The first two ships were prizes captured in 1652 and 1657 and renamed Plover, while the fifth was originally part of the East India Company, being bought by the Admiralty in 1842.

The early Plovers were all relatively small, fast, well-

armed vessels and their history is one of hard fighting against privateers and pirates. Outstanding success was achieved by the first ship to be built and named Plover for, in five months in 1809, three French privateers, the Aurore, Hironde and Saratin all struck their flags after fierce engagements, and were captured.

Not to be outshone by her forebears, the present Plover was, within minutes of the Second World War being declared, engaged on the first of her 165 sorties against the enemy. In her remarkable career Plover laid well over 15,000 mines in offensive and defensive minefields.

It is interesting to note that the ship's motto is 'Do not touch me.' Throughout the war Plover was never hit and suffered no casualties. She is currently engaged upon mine-laying exercises and as a mine-layer support ship.

H.M.S. Owen pays off into Reserve

H.M.S. Owen, the 'Dampier' class survey ship, a modified frigate of the 'Bay' class, returned to Devonport on September 29 to pay off finally after 16 years' service with the Royal Navy in the Survey Service.

During her lifetime she has steamed over 400,000 miles, covering half the globe, and has produced 50 large charts and countless smaller ones.

She was very much in the public eye in 1960 when she evacuated the population of Tristan da Cunha, and again in 1964 following the rebellion in Zanzibar when she evacuated the British community.

Owen was built by Hall, Russel & Co., Ltd., at Aberdeen as H.M.S. Thurso Bay. After launching in 1945 she was renamed H.M.S. Loch Muick, but was laid up when hostilities ceased. She was completed in 1949 by H.M. Dockyard: Chatham, and commissioned as H.M.S. Owen.

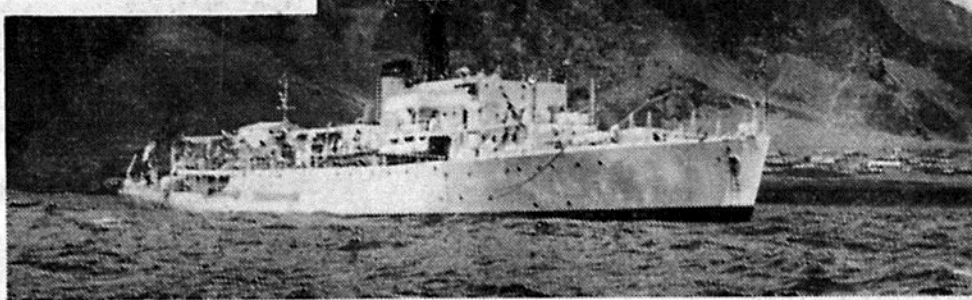
From 1949 to 1956 the ship was fully employed in the survey of the Persian Gulf in conjunction with H.M.S. Dalrymple. During this time she also surveyed most of the ports on the south and east coasts of the Eastern Mediterranean, and large stretches of the coast of Cyprus.

In the latter part of 1956, and in 1957, she carried out surveys on the West, South and East coast of Africa, and in 1958 the Seychelles were surveyed. In 1959 the ship was back in the Persian Gulf.

After an extensive modernisation in 1960 Owen embarked on an unprecedented Oceanographical Survey Cruise which took her from Gibraltar to the West Indies, South America, South Africa, South Georgia and Ascension Island, during which scientists from British Universities and Institutions were embarked. In 1961 she was fitted with some advanced Geophysical equipment and returned to the Indian Ocean, where she took in hand a combined programme of Oceanographical work and coast surveying off East Africa.

During H.M.S. Owen's last commission she has been engaged on Ocean Surveys off the coasts of Morocco and Spain, and has steamed 36,000 miles and spent 232 days at sea in the last 12 months.

H.M.S. Owen at Tristan da Cunha when the inhabitants of the island were evacuated following the volcanic eruption



CHATHAM 'INVADED' BY CANADIANS

CHATHAM was 'invaded' by approximately 1,200 Canadian sailors last month, for on September 20 H.M.C.S. Cape Scott (Cdr. C. A. Law, D.S.C., C.D., R.C.N.), a Fleet Repair Ship, arrived and on September 21 H.M.C.S. Nipigon (Cdr. D. R. Saxon, D.S.C., C.D., R.C.N.), H.M.C.S. Saguenay (Cdr. H. H. W. Plant, C.D., R.C.N.), and H.M.C.S. Kootenay (Cdr. C. G. Pratt, C.D., R.C.N.), entered harbour.

The two helicopter destroyers (Nipigon and Kootenay) and the destroyer escort (Saguenay), of the Halifax-based First Canadian Escort Squadron, were under the command of Capt. R. H. Leir, C.D., R.C.N.

The occasions for the visit

were twofold. On September 23 the first of the three Oberon Class submarines on order for the Royal Canadian Navy, and all being built at Chatham, was commissioned H.M.C.S. Ojibwa (pronounced oh-jib-way). The Commanding Officer of the new

2,000 ton, 295 ft. submarine is Lieut.-Cdr. S. G. Tomlinson, R.C.N., of Winnipeg. He acquired wide experience in the submarine service and commanded H.M. Submarines Tresspasser and Rorqual during his training with the Royal Navy.

The guest of honour at the commissioning ceremony was the Hon. Lionel Chevrier, the High Commissioner for Canada to Britain.

The second occasion on September 25 was the naming of the second submarine. This was named Onondaga by Mrs. P. T. Hellyer, wife of the Hon. Paul T. Hellyer, the Canadian Minister of National Defence, who also attended the ceremony.

Relic moved

THE bow of the previous Royal Yacht, the Victoria and Albert, with its colourful coat of arms, which has stood on the parade ground of the Royal Naval Barracks, Portsmouth, since 1954 when the old yacht was disposed of, was somewhat out of alignment in view of the new buildings in the barracks.

On October 1 the elegant relic, a familiar sight to passers-by, was gently lifted by crane and placed in a new position some 15 feet away.

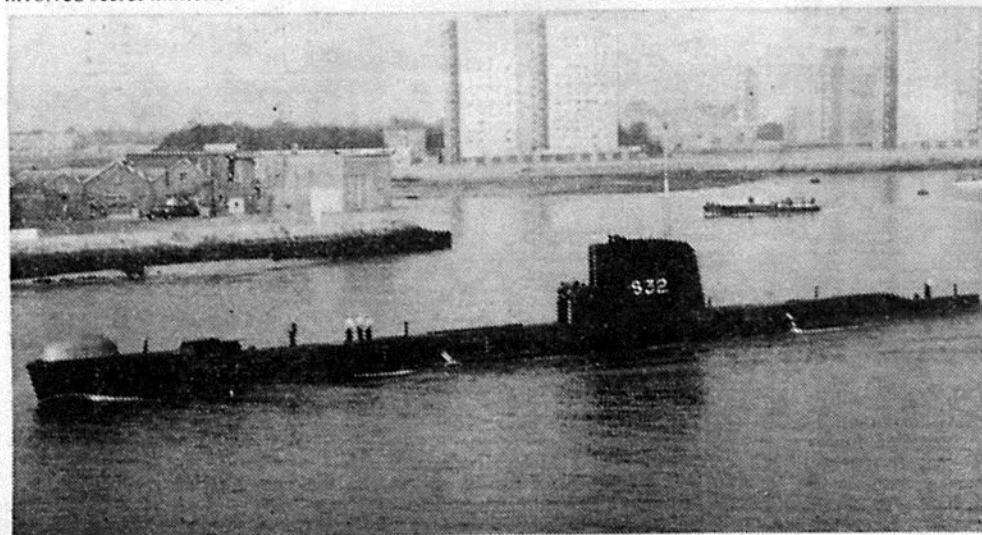
It is understood that the familiar mast is also to be moved so as to bring it more 'in place' than hitherto.

Submarine Captain's severe reprimand

FOLLOWING a collision between the frigate H.M.S. Yarmouth (Capt. A. Morton, R.N.), and H.M. submarine Tiptoe (Lieut.-Cdr. C. H. Pope, R.N.), off Portland on July 13, a court martial at Portsmouth under the Presidency of Capt. R. Lloyd, R.N., captain of H.M.S. Vernon, found the commanding officer of the submarine guilty on four of the five counts in the charge, and he was ordered to be severely reprimanded.

Lieut.-Cdr. Pope was found guilty of negligence in that he failed to take an adequate look through the submarine's periscope; he failed to comply with confidential instructions; he failed to take account of all available information; and he failed to carry out a thorough sonar search before taking the submarine to periscope depth. He was found not guilty on the count alleging that he failed to ensure that the sonar information was clearly visible before him.

The court martial, which lasted two days, went into 'secret session' on a number of occasions because the evidence involved secret matters.



The 'T' class 'Conversion' submarine, H.M.S. Tiptoe, built by Vickers-Armstrong at Barrow-in-Furness, between November, 1942 and June, 1944



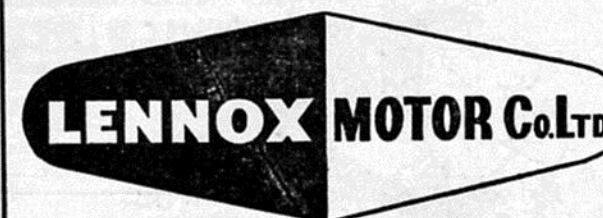
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- 1964 ZEPHYR '4', tuscan yellow with beige interior, radio, heater, wing mirrors, wheel trims and screen washers, one owner .. £655
- 1965 CORTINA 4-door de luxe, Goodwood green with green interior, heater, wing mirrors and screen washers, one owner, 8,000 miles .. £575
- 1963 CORTINA D/L 1200 ESTATE, two-tone grey with red interior, heater, one owner .. £575
- 1964 AUSTIN 1100, red with beige interior, heater, overriders and screen washers, one owner .. £525
- 1965 HILLMAN IMP, green with green interior, underseal, heater and screen washers, one owner, 1,300 miles .. £495
- 1962 MORRIS OXFORD, grey with red interior, radio, heater and overriders .. £475
- 1962 VAUXHALL VICTOR de luxe, gold with beige interior, radio, heater, seat belts, screen washers and wheel trims, one owner, 20,000 miles .. £475
- 1963 VOLKSWAGEN, white with red interior, sun roof, heater, radio, screen washers and overriders, 19,000 miles, one owner .. £475
- 1963 MORRIS 1100 4-door de luxe, dark green with green interior, heater and wing mirrors .. £465
- 1964 HILLMAN IMP, blue with blue interior, heater, screen washers, wing mirrors and Feeney Johnson hand clutch and hand accelerator, 7,000 miles, one owner .. £455
- 1962 CAPRI, grey and black with grey interior, heater and screen washers .. £445
- 1962 CONSUL 375 de luxe, yellow with black interior, heater, screen washers, wing mirror, overriders, radio and wheel trims .. £445
- 1964 ANGLIA de luxe, blue with blue interior, heater, screen washers and wing mirrors, one owner .. £435
- 1961 HILLMAN MINX 1600 ESTATE, charcoal grey with grey interior, heater, screen washers and wing mirrors .. £395
- 1962 HILLMAN MINX 1600, green with beige interior, seat belts and heater .. £395
- 1962 CLASSIC 4-door de luxe, ambassador blue and grey with blue interior, heater, wing mirrors and screen washers .. £395
- 1964 HILLMAN IMP, grey with blue interior, heater, screen washers and wing mirrors, one owner .. £365
- 1964 ANGLIA, ambassador blue with blue interior, heater, one owner .. £365
- 1960 (Nov.) CONSUL, white and red (Zodiac style) with red interior, heater, screen washers and wing mirrors, one owner .. £325
- 1960 VAUXHALL VICTOR SUPER, silver grey with red interior, heater and screen washers .. £285
- 1964 MORRIS MINI VAN, black, passenger seat, heater and wing mirrors .. £275
- 1960 MORRIS 1000 2 door, grey with blue interior, heater and seat belts, 29,000 miles, one owner .. £275
- 1956 MORRIS MINOR CONVERTIBLE, heater and wing mirrors .. £155

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MEMORIAL TO BE PLACED IN CATHEDRAL FOR MEN OF H.M.S. COVENTRY

MR. Eric M. Skelly, Hon. Organiser of H.M.S. Coventry Old Hands, will be glad to have information about the present whereabouts of the families or friends of any of the ship's company who lost their lives when Coventry was sunk off Tobruk in September, 1942.

He and his former shipmates have arranged for a memorial plaque to be placed in Coventry cathedral and it is to be unveiled on Saturday, October 23, by Vice-Admiral H. R. Law, C.B., O.B.E., D.S.C., who was the ship's Gunnery Officer. Among the officiating clergy will be the Coventry's Captain of Marines, the Rev. D. L. Peyton-Jones, D.S.C.

"We hope that the ceremony will be attended by at least one relative or friend of every man whose name is engraved on the plaque," says Skelly. "But it is not easy, after an interval of 23 years, to trace their whereabouts. I shall be glad to have any information at my home, 17 Avon Crescent, Stratford-upon-Avon."

The organisers have already been able to invite to the ceremony relatives of the late Petty Officer John Stephon who was posthumously awarded the Vic-

toria Cross—the first in the Mediterranean, while serving in Coventry.

Thank you

Mrs. I. Brookes, widow of the late Shipmate F. Brookes, a former Chairman of the Smethwick branch of the Royal Naval Association and member of the Birmingham branch of the Submarine Old Comrades' Association wishes to thank both branches for their kindness to her and her son. Mrs. Brookes also thanks the Mission to Seamen, Avonmouth, for the arrangements that were made for Shipmate Brookes's ashes to be scattered at sea.

The Russian Naval Vessel Nikolai Zubov, an Oceanographic research ship, visited the Pool of London for four days from September 20.

Not so much a meeting...

WHEN the chairmen, secretaries and treasurers of 15 branches of No. 1 Area of the Royal Naval Association met at the Camberwell branch club on September 18, the idea was that it was to be not so much a meeting but more an exchange of views.

It is always beneficial to learn what your opposite numbers have as problems and how they achieve their successes. This was the object of the meeting—which it is hoped to repeat every six months—and everyone who attended agreed that it was quite a success.

One of the points raised, and stressed, was that delegates, both at Area and Conference level, should be men of the best quality, and not just anybody who was willing to do the job. Another point discussed at some length was the lack of knowledge of the Association within the Service. These serving men are the life blood of the Association and its future, and publicity for the Association among service men was considered most important.

STAMPS WANTED

SIR.—Your assistance would be much appreciated. Do you think, through the medium of 'Navy News,' that you could help me to get stamps. Any sort, large or small quantities, would be appreciated.

I have been more or less permanently on the sick list for the past four years, mostly in hospital for the last 12 months, and have now been told that I shall never be fit again. Life gets so boring tied to the house all the time and the sorting out of stamps helps me to relieve the monotony of sitting here for hours on end. I find it impossible to take up any occupation as I am so shaky.

I have a good wife but even she cannot do the impossible so I am hoping that through your good offices I can get stamps and so help to overcome the boredom, frustration and misery of sitting doing nothing. I was invalided from the Service and enclose my Association cards to prove my bona fides.

There appears to be no branch of the Royal Navy Association here in Leatherhead and so I cannot get in touch with them.—Yours, etc., A. E. GARDNER, 22 Ermyrn Close, Ermyrn Way, Leatherhead.

[Editor's Note: There are R.N.A. branches at Epsom, Reigate, Dorking and Cheam. Perhaps someone from one of these branches could help Mr. Gardner?]

The picture at Plymouth is one of progress

DESPITE the poor summer the Plymouth branch of the Royal Naval Association has had visitors from all parts including, recently, Shipmate Ken 'Smiler' Symonds and Shipmate Cooke from the Coventry branch.

The branch was represented at the No. 4 Area Rally at Beer by several shipmates, Shipmate L. Quinn acting as Standard Bearer, with two Submarine Old Comrades' Association boatmates acting as escorts. One of them, Boatmate Parsons, is one of the oldest submariners, being a young 87. The event was a memorable one and well organised.

The Reverend David Sim, Vicar of St. Aubyn's Church, has now been installed as Branch Chaplain, and Capt.

T. W. B. Shaw, R.N., (Rtd.), Captain, R.N.R., has become a Vice-President. Membership figures are showing a heartening increase, and attendances at the social functions held at the week-ends are very gratifying to the organisers.

A coach load will be going from the Plymouth branch to the Reunion at the Festival Hall. With the party will be the Plymouth music makers who will be performing at the Reunion.

The Commander-in-Chief,

Plymouth, Vice-Admiral Sir Fitzroy Talbot, the Admiral Spickernell, R.N., and other senior officers of the Plymouth Superintendent, Rear-Admiral A. J. Cawthra, Capt. D. G. Command are expected to be present at the Club Headquarters on October 5 for the General Meeting and social evening. At the time of going to press the large number of shipmates expected to be present on such an important occasion augers well for a splendid evening.

The general picture of the Plymouth branch is very much brighter than it has been, and it is to be hoped that, with the activities planned by the social secretary, Shipmate 'Joe' May, the improvement will not only be maintained, but increased.

General Secretary at No. 3 Area meeting

CONTINUING the policy of holding their meetings in the far corners of the Area, No. 3 Area of the Royal Naval Association held their latest meeting in the picturesque and historical town of Battle, and it was a great success.

The Area Chaplain, the Very Reverend J. F. Outram, M.A., Dean of Battle, opened the meeting with the Association prayer, and silence was observed in memory of departed shipmates.

The delegates were welcomed by the President of the Battle Branch, Cdr. T. Ross, R.N., who mentioned that next year was the 900th anniversary of the Battle of Senlac Hill, and preparations were going ahead in the district to commemorate this historic event.

Capt. I. A. P. Macintyre, R.N., the Area President, thanked the members of the Battle Branch for inviting the delegates and the great pleasure it gave him to meet his old friend, Cdr. Ross.

Also attending the meeting was Secretary to the General Council, Lieut.-Cdr. L. A. Maskell, R.N.R., who was able to answer questions of general importance that the delegates put to him. He appreciated the invitations to attend Area meetings and told those present that he was most impressed by the increasing membership, and how pleased he was that the right kind of men were entering the Association. Civic authorities were always approaching branches when they wanted something done, and it was up to shipmates generally to keep up the good work.

Shipmate A. Legg, the Area Secretary and National Council Member, gave his report and

said that there had been inquiries regarding the possibility of two more branches being opened in West Sussex.

Founder was guest of honour

THE Newbury and District branch of the Royal Naval Association visited Portsmouth for the August Bank Holiday Sunday and spent a jolly evening with the members of the Portsmouth branch, after visiting haunts well known to most of the visitors.

On September 10, the branch held its reunion dinner and dance which went off very smoothly. The guest of honour was Shipmate J. E. Davis, the only continuous serving Founder Member of the branch which was inaugurated in 1937.

We will remember them

Shipmate W. 'Dinger' Bell. Eastbourne branch, formerly of Fulham). Died August 8.
Shipmate 'Sid' Aplin. West Ham branch. Died August 17.

ENTHUSIASM AT GUILDFORD

IT is many years since news was received of the activities of the Guildford branch of the Royal Naval Association, but on September 17 there was a meeting of the West Surrey branches in the town.

Epsom branch must take the credit for suggesting that there should be periodic meetings between the small local branches, but being more central Guildford became hosts.

Representatives from Epsom, Farnham, Dorking, Woking and Addlestone attended and there was unbounded enthusiasm for the decision to hold quarterly meetings, with the centre at Guildford, each branch taking it in turns to act as host. It is hoped that social events can be organised which have been beyond the capabilities of individual branches.

CHRISTCHURCH NOW HAS OWN STANDARD

THE enthusiasm and work of the founder members of the Christchurch branch of the Royal Naval Association has already achieved remarkable results. From the original seven who inaugurated the branch last May, over 30 new members have been enrolled.

The branch held its first big draw on September 9, and the prizes were drawn by Lady Clark, wife of the branch President, Vice-Admiral Sir Philip Clark. A profit of over £40 was made and so, through the hard work of everyone, the branch now has its own Standard.

One of the prizes was two tickets to the Bournemouth Winter Gardens to watch and also to meet personally, Russ Conway, the well-known pianist.



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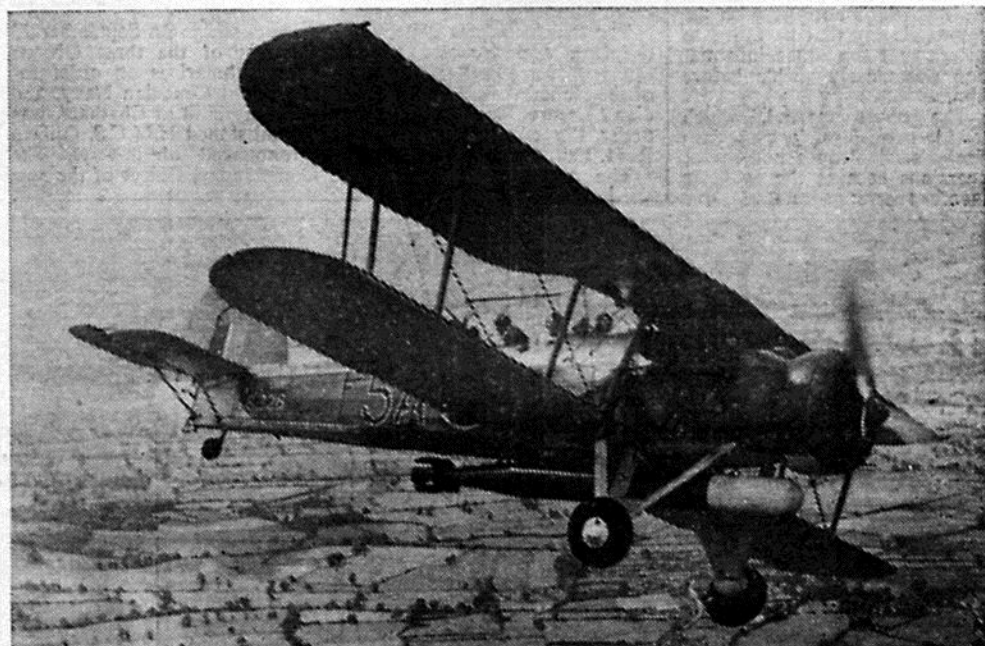
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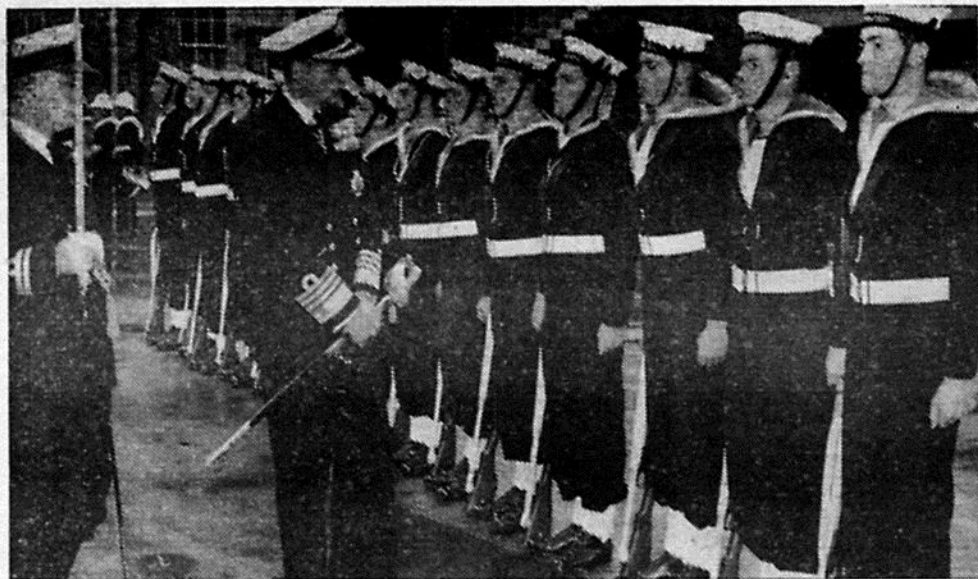
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To say a special 'thank you' to Bristol Siddeley Engines, which firm went to much trouble last winter to give the Swordfish a serviceable Pegasus engine for the summer season, Lieut.-Cdr. J. K. Arbutnot, R.N., flew the aircraft to Filton Airport during August. The visit enabled the firm's employees to see the results of their efforts, and to take photographs of the aircraft, including some air-to-air shots. The Yeovilton Swordfish is immensely popular at air displays throughout the centre of attraction during any celebration to commemorate the 25th anniversary of the Battle of the West Country, and the only remaining 'String-bag' in flying conditions will no doubt be the Taranto later this year.



C-IN-C VISITS H.M.S. DOLPHIN

WHEN the Commander-in-Chief, Home Fleet, Admiral Sir John Frewen, returned the call of the Flag Officer Submarines, Rear-Admiral I. L. M. McGeoch, on September 3, he took the opportunity of visiting H.M.S. Orpheus, (Lieut.-Cdr. K. Cadogan-Rawlinson, R.N.), which was berthed alongside at Fort Blockhouse.

Admiral Frewen was welcomed by a guard of honour and a Royal Marine band, and met Capt. J. S. Stevens, R.N., Captain of H.M.S. Dolphin, and other senior officers of the establishment, and after discussing submarine matters of interest to him as both Commander-in-Chief, Home Fleet and Eastlant with the Flag Officer Submarines and his Staff Officers, lunched with Admiral McGeoch. Some of the discussions took place in H.M.S. Orpheus, one of the Navy's newest submarines.

The Commander-in-Chief, Home Fleet, inspects the Guard of Honour in H.M.S. Dolphin on September 3

Modernised Blackwood back in Service

H.M.S. Blackwood, name-ship of a class of 12 anti-submarine frigates, commissioned at Rosyth on September 11, and three days later became leader of the Fishery Protection Squadron based at Port Edgar. She is commanded by Capt. I. Campbell, R.N. (Capt. FP).

Named after Vice-Admiral Sir Henry Blackwood, one of Nelson's Captains, Blackwood was built by Messrs. Thornycroft of Southampton, and was launched by Lady Maclaren in October, 1955. From then until 1964 she was part of the 20th Frigate Squadron (based at Londonderry), which undertakes the development of anti-submarine warfare. She completed a long refit and modernisation at Rosyth in August.

The frigate is 310 feet long, displaces 1,456 tons (full load) and has a maximum speed of

over 25 knots. She is fitted with two three-barrelled mortars controlled by the latest anti-submarine detection equipment. The ship's company comprises nine officers and 135 men.

The ship's badge contains an heraldic rarity—an oar. This reflects the fact that Admiral Blackwood, when Captain of H.M.S. Ajax during an expedition through the Dardanelles, was blown into the sea when his ship exploded. He was rescued clinging to an oar.

Families of many of the ship's company attended the commis-

WHEN IN ROME . . .



The old time sailor in the Royal Navy was usually, but often erroneously, associated with the traditional custom of drinking a tot of rum. But three naval ratings from a British minesweeper found a drink of cool coconut juice more refreshing while on a visit to Malaysian Borneo. The sailors, from H.M.S. Fiskerton which was engaged on anti-terrorist patrols along the coast of Sarawak, stopped off at the coconut and sugar cane drink stall during a brief tour of Kuching, the State capital. They are, from left to right, A.B. Lawrence Foote, of Huntly, Aberdeenshire, E.M. Alan Williams, of Stourbridge, and A.B. Roger Marsden, of Kinver, Staffs. Fiskerton has made a number of visits to East Malaysia ever since the Brunei revolt in December, 1962. She also patrols the Singapore Straits

sioning ceremony, saw round the ship and lunched on board. The guests included Rear-Admiral J. G. Watson, Admiral Superintendent of Rosyth Dockyard, and Mrs. Watson, and Cdr. and Mrs. G. Blackwood. Cdr. Blackwood is a descendant of Admiral Blackwood and is at present serving as the Executive Officer of the R.N. Air Station, Lossiemouth.

Capt. Campbell, who entered the Royal Navy in 1940, is an Aviation Specialist. He was promoted Commander in 1956 and commanded H.M.S. Loch Alvie in the Persian Gulf. He was Commander (Air) at Lossiemouth (1958-59) and of H.M.S. Hermes (1959-61). He was promoted Captain in 1962 and commanded R.N. Air Station, Brawdy from 1963 to 1965.

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FASHIONING THE SIDE

IN this, the early part of the season, every endeavour is made to see the 'Possibles' and the 'Probables', in the different areas, for the Royal Navy soccer team.

Most years the first of these games is against Portsmouth Football Club, but so far, because of the Club's fixtures, this has not been possible, but it is still hoped that a date can be fixed.

Nevertheless the Royals have had two games, the Air Command has had trials, South at Yeovilton and North at Arbroath, and with information gained from these matches the R.N. selector selected two

teams. One mainly from the Chatham and Deal area which played the Kent County Football Association at Folkestone, and one mainly from the Portsmouth area against the Sussex County Football Association at Portsmouth.

RESULTS AS EXPECTED

Both matches went as was to be expected, the Royal Navy losing 2-0 and 3-1 respectively. These results, in themselves, were an improvement on the previous season, and the game at Folkestone was indeed a good one, the Navy side playing quite well, with plenty of enthusiasm.

With a visit to see the Plymouth area players versus Devon County Football Association at Plymouth on October 2, the selector has seen all the Navy possibilities (reports are received regularly from Scotland), and a further representative side can be selected for the match versus Oxford University Amateur Football Club at Portsmouth on October 13.

From these early season games, in which many probables have been seen, have come to light Ck. A. Jaundrell, an inside forward from H.M.S. Ganges, and R.E.M. R. Hocking, a 17-

(Continued in column 4)

U.S. (Portsmouth) all set for a good season

BY TOUCH JUDGE

AS this is our first report in 'Navy News' I would like to take this opportunity of greeting all United Services R.F.C. members wherever they are, with the good wishes of the Club, and hope they are enjoying their games to the utmost.

To bring you up to date with what is happening, the ground has now been taken over by Portsmouth Command and is to be run by a sports committee. Already we are feeling the benefit of this with the bar being open until 10 p.m. each Saturday after the games. The bar is also open after training on Monday evenings and this helps the players to get to know each other better.

So far this season we have started on the right note with a resounding win over the London Irish by 17 pts. to 8 pts., following this up with a victory over the Rest of Hampshire by 18 pts. to 17 pts.

Unfortunately we lost to Esher on September 25 by 6 pts. to 3 pts., but this can still be regarded as a reasonable re-

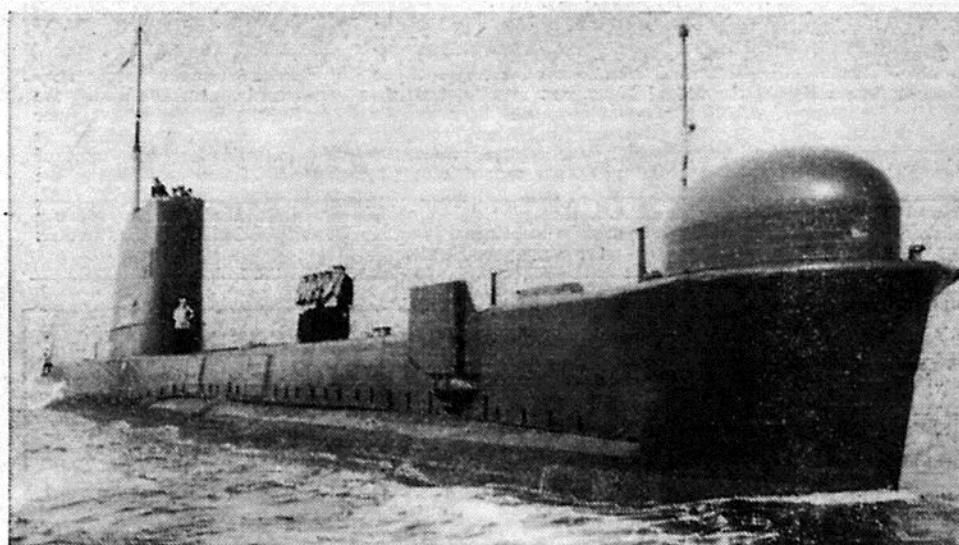
sult as eight players were not available due to the Navy's game against Bath. However, this is the only Navy game that will affect us before Christmas, for which we are most grateful to the Navy selector.

PROMISING PLAYERS

The outlook for the future looks very promising with such players as Brian Goodwin, Harry Sever, Roy Surplice and Kevin Lavelle among the for-

wards, backed up by Ricky Braybrooke, the Army scrum half. Among the backs we have Jim Casey, Dave Hambrook and Jeff Rod, who should prove to be very useful when they have played together some more. Finally at full back we have our skipper, Peter Golding, who has already got the lads thinking on the right lines and competition for places in all XV's is very keen. We already have over 100 players on the club books and, with the club subscription now only 5s. and a match fee of 2s., everyone seems to be satisfied.

The team against London Irish was as follows:
P. Golding (captain), J. Pearson, J. Casey, D. Hambrook, P. Williams, J. Rodd, R. Braybrooke, H. Sever, J. Hinton, F. Owen, G. House, J. Bramwell, K. Lavelle, R. Surplice, J. Downie.



H.M.S. Trump

TRUMP PAYS OFF

ONE of the Navy's oldest submarines, H.M.S. Trump, has just paid off into refit on completion of a commission on the Australian Station, attached to the Fourth Submarine Division based at Sydney. On June 5 she celebrated her 21st birthday in an appropriate fashion.

During the commission Trump visited the ports in Australia and New Zealand while exercising regularly with the R.A.N., the R.N.Z.N., the

R.A.A.F., and the R.N.Z.A.F. One of the highlights of the commission was the rescue of the disabled yacht Lolita during the Sydney/Hobart race of

1963/64. The dismantled yacht was down to its last gallon of fuel, and a gale was blowing, when she was found and towed 120 miles to the safety of the Tasmanian coast.

In March, 1964, Trump was honoured by a visit by Dame Pattie Menzies, wife of the Australian Prime Minister, who went to sea and experienced her first dive in a submarine.

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British Transport Police, GPO Box No. 25,
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Even the dogs were surprised SUBMARINERS' CYCLE TRIP

FIVE members of the Sixth Submarine Division recently took part in an initiative and fitness test, involving a cycle tour of some 250 miles in Nova Scotia. The five—L.S. Stanley Woodgate, L.S. John Watson and A.B. Norman Soper, all of Portsmouth, L.S. David Griggs of Bristol and L.R.O. David Lewis of Nottingham—were each given five dollars, a set of initiative tests to complete and a route to be followed, covering some of Nova Scotia's finest scenery. The aim was to cover the route in five days, with all the 'tests' carried out. If they pushed really hard and made the round trip in four days, a bonus of extra leave was to be granted.

'MUST BE MAD'

When the cyclists set off from Halifax, the capital of Nova Scotia and the base of the 6th Submarine Division, the bicycles loaded with camping gear, extra clothing, spare tyres and provisions, the sight caused no little merriment among the Canadian onlookers, one of whom commented, "Two hundred miles on a bicycle? Must be mad," and shook his head in amazement.

The first day of the trip, along Nova Scotia's famous 'South Shore,' passed uneventfully, except for the most severe rain storm for two months. The five camped for the night in Mahone Bay, a picturesque fishing village, and moved on the following day across the 'backbone' of Nova Scotia, up the Lehave River — internationally famed for its salmon fishing. The riders were interviewed on the local radio station in Bridgewater. Once again everyone was surprised to see people cycling. After a long hard ride they arrived at the head of the Annapolis Valley in the evening. This valley, some 50 miles long, is a prime fruit producing area and is highly cultivated, unlike most of the Province, which is heavily wooded.

The tasks that the group were seen more of the Province than

given varied from obtaining a lock of maiden's hair, successful, to producing a live oyster, unsuccessful, and included various public officials' signatures, a doctor's prescription for a 'Horse's Neck,' photographs of the party at points en route, and proof that they had caught a fish.

227 MILES IN FOUR DAYS

The third day's ride down the valley brought the cyclists, by now somewhat saddle-sore, to the small town of Windsor, some 45 miles from Halifax, where they camped for the last time before the final trek back to base.

All concerned agreed that the trip had been good value, but that it had been marred somewhat by bad weather and Nova Scotian dogs, which chased after the team perhaps, like their masters, surprised at the strange sight of five cyclists in Canada.

On return to Halifax the party was photographed and interviewed by the local press, and L.S. Woodgate and L.S. Griggs appeared in the local television station's evening news programme. They had covered 227 miles in just under four days, met many Nova Scotians and

most of the Division personnel normally manage to do.

Their leave 'bonus' was taken

L./Sea. John Watson, A.B. Norman Soper, L./Sea. Stanley Woodgate, L./Sea. David Griggs and L.R.O. David Lewis, alongside H.M.S. Alcide in H.M.C. Dockyard, Halifax, N.S., after returning from their trek. (R.C.N. photograph)

thankfully, to rest and recuperate, all but one unfortunate who had to go to sea as a relief in one of the Division Submarines.

THREE THOUSAND WATCH FAR EAST INTER-SERVICE SOCCER CUP FINAL

NAVAL hopes of a win in the 1965 Inter-Service soccer tournament in the Far East were slightly dampened when H.M.S. Devonshire sailed, taking with her L./Sea. Wilkinson and R.E.A. Godwin. Devonshire's departure left the quays in the Naval Base empty, as practically every unit in the Fleet was away taking part in a naval exercise. Fortunately Albion and Triumph had been persuaded to leave their star players behind, along with those from H.M.S. Terror, H.Q. 3 Commando and 42 Commando: R.M.

On August 19 at R.A.F. Seletar, the Royal Air Force beat the Army 5-1. The Navy was due to play the Army on August 23, the day Devonshire sailed, and C.P.O. F. Morris, the Navy trainer, was confident of a fairly easy win. This confidence, however, was shattered when the Army, playing a much more spirited game, beat the Navy 4-2.

The final game of the Tournay was played under the floodlights of H.M.S. Terror on August 26. It had been worked out that the Navy must win by a clear four goals to gain the Championship, but even the most partisan of Navy followers, who had witnessed the game against the Army, had only the slightest hopes of a miracle occurring.

But the miracle did occur. Playing a brand of soccer which

completely belied their previous performance, the naval team outdid itself. At half-time the score stood at 2-2, and most naval supporters were content that the R.A.F. were not having it all their own way, and that the Navy might possibly win the match. Thoughts of winning the Championship were still far away.

Then, from the kick-off, the score went from two-all to 3-2 in the Navy's favour, then 4-2 and on to 5-2: could it possibly happen? The excitement was reminiscent of Wembley on Cup Final day. The score went to 5-3. The Navy needed two more goals to win the Championship, one more to draw. And that one came! Midshipman Gilbertson of H.M.S. Albion, playing on the right wing, brought the ball through a ruck of R.A.F. de-

Ideal conditions for Clyde regatta

THE R.N. Sailing Association's Annual Regatta, sponsored by the Clyde branch, marked the close of the Clyde season when it was held off Helensburgh on September 11. There was a record of over 180 entries and weather conditions were ideal—bright sunshine and a good north-westerly breeze.

There were races in 16 classes, the first starting at 1.30 p.m. and subsequent races started at five-minute intervals until 2.45 p.m. In the International Eight Metres class there were nine starters on a course that took them to a mark between Ardmore and Greenock and then to Kilcreggan, Gourock and back. It was a bunched race to the first mark, but after this first turn Debbie soon established a strong lead which she maintained, in spite of spinnaker trouble in the later stages. Tinto was second with Feolinn just taking third place from Nan of Gare by four seconds.

In the Loch Long class there were over 20 starters in a race which was won comfortably by Zillah, almost 40 seconds ahead of Hilda. Mambo came third, 12 seconds ahead of Clape.

The Commodore vessel for the regatta was the submarine tender H.M.S. Minstrel.

DEVONPORT SERVICES NEW RUGGER CAPTAIN

THE new Captain of the Devonport Services Rugby Football Club for the 1965-66 season is Lieut. John Ernest Highton, R.N.

Now 30, Lieut. Highton has been playing rugby from his schooldays at Sedburgh, where he played in the colts' and the second XV. At 15 he went to Britannia R.N. College, Dartmouth, where he played for two seasons in the first XV. When he went to Manadon in 1955 he played for the college first XV, for Devonport Services, the Royal Navy and for Devon as a front-row forward, and he was also chosen to play for the Combined Services.

TOURED AUSTRALASIA

After a commission in H.M.S. Victorious, he returned to Manadon to continue his training and again played for the college, Devonport Services and the Royal Navy. In 1961 and again in 1963 he was given a trial for England and was chosen to tour Australia and New Zealand with the England team in 1963.

Lieut. Highton returned to the West Country again last season when he was appointed as a Divisional Officer at H.M.S. Raleigh. He played for Devonport Services, the Royal Navy and Devon last season.

(Continued from column 5) goals, to walk off the field worthy, but worried, winners. Vice-Admiral Twiss, Commander Far East Fleet presented medals to all three teams, and the officials for the three matches.

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